

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, January 2, 1864.

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### A Glance at the Past Year.

At the commencement of the present year we took a popular view of its future. On referring to our article of the 3rd of January last, it will be found we indulged in expectations which have been more than realized, and we venture to predict as favorably of the year of our Lord 1864. A review of the events of 1863 will not be inappropriate on the present occasion. We may divide our retrospect under the heads of diplomatic, military, financial, and internal affairs. Until the usual volume of the State Department makes its appearance, it would be impossible to form an accurate opinion of the manner in which our foreign relations have been conducted; and although it is quite probable some just grounds for criticism will arise, as they did on the appearance of the previous volumes, yet we must admit we have avoided many perils which a less ingenious Secretary than Mr. Seward could hardly have escaped.

With France, quite unexpectedly we are on the best terms, and we have now its distinct avowal that it has intended, and now intends nothing injurious to our interests. The Emperor is certainly innocent of all open breaches of neutrality towards us, and so far we must admit he has behaved with unexpected fairness. The Secretary of State has guarded against every chance of collision on our part, and even the invasion of Mexico has been left to the accidents of time.

Our relations with England have been far more delicate. The affair of the Alexandra and the rams came very near involving us in serious difficulties, but Mr. Seward's policy has been effectual in repressing those unfriendly movements.

And whether (time will show,) his instructions to Mr. Adams, or the improving condition of our affairs, or the unflinching determination of our people have been the cause, it is now evident that the whole policy of the British Government towards us has entirely changed. But it cannot be denied that the moral and material aid given to the rebel cause in England has protracted the war, increased our debt and greatly damaged our commerce. We have really been fighting two enemies at the same time, one open and desperate, the other bitter and envious. When the impartial historian records the events of the last three years, he will not fail to condemn the unfriendly conduct of the Government of England towards the United States. We have nothing, however, to apprehend in future from that quarter.

With all other nations we have had no embarrassments of any consequence, and we trust that those European powers who can see a justification of war between Germany and Denmark, for the possession of an insignificant Duchy or two, not as large as many ordinary counties in this State, will begin to think, that the loss of thirteen rebel States was quite as injurious to our nationality as a thousand Schleswig and Holsteins could be to those European powers.

Our military career has been generally prosperous, and at the end of the year we have seen the enemy driven from his strongest holds, and cooped up with the remains of his unwilling armies in positions from which he is sure to be expelled. The form of a Government alone remains to the rebels. Its Congress is composed of refugees,

representing not more than parts or strips of a few States; it has no currency of any value, no mint, no coins; it collects no taxes; its armies cannot now be filled up even from the conscript rolls; their piratical rams and cruisers are detained in British ports, however tardy comes this act of justice; and its treasury is hopelessly insolvent. It is not in the nature of things that resistance can be much longer maintained. And as we have learned experience, we do better in our campaigns; the real generals of the war begin to loom up in the West and South, and we find our emergencies are producing great men at last.

Our blockade, in spite of the inefficiency of the Navy department, has been maintained with unexampled success, and we may at last say, the enemy has not now a single port into which a false neutrality can run a single cargo of supplies. We may confidently predict also, that the present year will witness the utter destruction of the rebel cause.

Of our financial successes we have again and again spoken. And though no partisans of the Secretary, or any other politician, we have cordially and openly supported his measures. With no other could we have succeeded. The old system would have utterly failed. Our National debt would have been twice as great as it is now; our currency would have been almost worthless. Bank bills that never could be redeemed, and at heavy discounts everywhere, would have made up a discordant and depreciating medium of exchange; the creditor interests of the country demanding payment in gold would have ruined the debtors, and real estate and all other properties forced to a sale, would have fallen one half or more in reputed value.

The most lively imagination cannot depict the scenes of wretchedness that would have occurred in the North, had Mr. Chase been any other statesman than he was. But he created a legal tender, for gold was no longer in circulation, by which debts could be paid, and the men and supplies for the contest could be obtained; he appealed to the people, and not to the banks to fill the National Treasury; he devised a system of taxation which was searching but not unjust, and which has been cheerfully borne; and armies of a million of men, and a navy six hundred vessels strong have been

procured, sustained, and supported with ease, and without the aid of a dollar from abroad. When we contemplate these results, we may thank heaven and take courage. It is a wondrous spectacle, and surpasses any ever chronicled in the history of finance.

Notwithstanding all this, however, it is predicted by many desponding yet shrewd men, that as paper money always produces reverses, and is sure to destroy any system which is based upon it, a crash is at hand which will be no less than universal bankruptcy. We confess we have no such apprehensions. That prices may fall when gold becomes the master of all business is quite probable, but that any serious disaster to the country is to occur by no means seems so certain. At all events we may be able to offer a few reasons why we may escape it.

The examples of the abuse of paper money are found in the history of revolutionary France, and our own revolutionary history.

Neither of these cases are parallel to our own. Neither the one nor the other had any commerce, or revenue of a fixed or productive character, from which to derive the means for the payment even of interest, much less the principal of their debts. This is fatal to all National loans. It is not necessary to name any other cause than these very obvious ones. But in both cases also the sources of internal revenue were equally inadequate.

In our own, there is this striking difference: Our resources are illimitable, the operations of industry are continually enlarging in their area, and remunerative at the most rapid rate. Our population also increases beyond that of any other country. We have naturally the most prolific soil, and its extent is boundless. Land is cheap and easily tilled. We have countless rivers and lakes supplying transportation over thousands of miles at a minimum cost; thousands of miles of railways that compete with both rivers and lakes, a splendid climate, endless variety of products, and a mineral region that is exhaustless. We have a large commerce, and enormous fleets of steamers and sailing vessels ready to resume their former routes when this war is over; and on the Pacific coast when the great iron shod route is completed, we shall have the monopoly of the East India trade beyond all question, and shall compel even Europe to take the products of the East from us at second hand, and with an American profit added to the cost.

Our National debt is therefore protected from depreciation or repudiation in all possible ways, and rests upon a basis that the old confederation, revolutionary France, and no other country in the world possesses. Europe has gone the length of its tether so far as expansion creates National power, and is constantly at wit's ends to defray even its peace expenditures. Our country is yet in its youth, and will not have arrived at its maturity till we shall see our new territories as densely populated as our Atlantic coasts.

And as regards the immediate return from a paper currency to a metallic standard, we are by no means certain that this will produce a convulsion, though it may affect private interests.

The Government has afloat about three hundred and fifty millions of paper dollars, or legal tender notes. This amount is not greater than the coun-

try bore in local bank currency before the rebellion broke out; while the circulation of the latter has decreased. The Southern bank circulation has so literally, and so far has nationally and practically become extinct. Nor is the Government currency pressing upon the people so as to excite apprehension, or occasion a want of confidence. On the contrary, it is preferred to all other kinds of currency, has several times been above par, and is so at this moment in several commercial centres in the West. It is everywhere hoarded, and in the confederacy is nearly at par with gold.

As soon as the Government absorbs this currency, which in the course of two years is likely, from its being funded, or returned in taxes, it will at once have arrived at the specie standard. With a hundred millions of gold at its command from the customs, all care of its punctuality with regard to its interest will cease.

The circulation which is to succeed it will be that of the National banks; and as they will begin, and it is presumed continue their business on the prospect of an early return to specie payments, they will be ready to do so. The moment this specie can be had, but few will want it.

And as regards the supposed consequent depreciation of property, we do not see that so clearly. Gold stands to-day at 152. In March last it was as high as 173, and it fell in the month of August to 122. Here was a change in its value of fifty-one per cent., but what disturbance did it produce. Nothing perceptible in prices, or values, certainly not one-half. Here then was an instance where our National currency was 22 per cent. nearer the par of gold than it had been for some time, and yet no bankruptcies, convulsions, or ruinous consequences followed.

We may therefore fairly argue, that a fall of 50 per cent. again will be equally as harmless in its effects, and the change will have been produced so gradually as to be scarcely perceptible. This is the opinion of the ablest thinkers in this country, and we are inclined to adopt it. And finally, it is evident that very great care is taken everywhere to pay off old debts and avoid new ones, so that if we err it will be on the side of prudence, and this alone would prepare the country for a change, even if our former suppositions are not correct. We think, therefore, that we are in the best position we can well be to meet it. Some of our statisticians calculate that there is more specie in the country now than there ever was before, and of this there is little doubt, while authoritative works assert there are now in the country from four to seven hundred millions of dollars. If these were in circulation, or deposited in banks, they would at the rate of 1 to 3, the usual rule of proportion, sustain an issue of bank paper to the extent of from 18 to 21 millions of dollars, and yet some people are alarmed at the present issue by the Government, which is at a small premium, and while money is still loaned at 7 per cent. in the wealthiest part of the Union.

The railway system has greatly flourished the past year. The companies have got out of debt, or largely diminished their indebtedness. Their earnings are increasing, their dividends have become regular and inviting. New projects have been rapidly perfected, and the old system of bonding and borrowing for construction is giving

way to the cash principle. All through the new States additional lines are being laid out, every facile and remunerating route is being explored and improved, and the great Union Pacific is begun at both termini, and being constructed with a rapidity unknown hitherto in this country. The past year has been therefore the most prosperous ever known to the American Railways, and their management and profits are ascertained to be more satisfactory than those in all Europe, except in a few instances. These railways of ours are bringing our vast prairies to the Atlantic, and transferring our Atlantic cities to the prairies. It is not now so far in time between Chicago and New York, as it once was between New York and Philadelphia, and as a 1,000 miles is to 88, so is the commercial advancement of the present day, to what it then was.

Besides, the canal policy which the great Clinton inaugurated for the interior of States, is about to be enlarged by a connection of our inland seas with the great ocean, so that a steamer of 500 tons burthen may sail from Liverpool, and moor along side a wharf in fresh water in the middle of the continent. Is there any other country in the world that has such a navigation as this?

It is with these extended and liberal views, standing fast and firm to the interests of the country, intent, devoutly intent, upon promoting them, the AMERICAN RAILROAD JOURNAL commences a New Year, which has brought us as it has others, a full share of the prosperity of the times. We have reasons to believe that our views which have always been frankly, and we hope, clearly expressed on finance, navigation and internal improvements, will continue to meet the approbation of our friends and subscribers.

#### Resources of Michigan.--Saginaw Valley.

If any one will look at the Map of Michigan it will be perceived that on the Western shore of Lake Huron, the great bay of Saginaw indents the peninsula, being the largest body of water in the State, sixty miles in length, and in its widest part thirty miles in breadth. Into this empties the river of the same name, thirty miles in length, with a uniform depth of water of from 25 to 80 feet. It has affluent and confluent streams more than ten in number of which the Flint, Shiawassee and Cass, are the principal ones, the former of which, boats can ascend for twenty miles and more. The counties bordering on and enclosing these streams are some of the finest in Michigan with excellent soil and great mineral wealth. It is not singular therefore that this part of our Northwestern territory should have attracted attention from its earliest settlement, held consecutively by the French and the English until it became ours in 1796, then a part of the United States as one of its territories in 1805 and a member of the Union in 1837. While it has been steadily advancing in wealth and population, still the wave of emigration swept by it with such prodigious force, as to leave its natural resources almost unnoticed until recently, when their further development has created so much surprise as to induce further examination, and now heavy investments by enterprising capitalists. We are not in the least surprised at the information we now obtain from general report, as well as actual observation, that it bids fair to advance with enormous strides to the



highest position among its inland neighbors. Its commercial advantages were fully acknowledged. It is surrounded by navigable waters, and has direct communication with the Ocean, and by our canals with the city of New York, its eastern border being only 700 miles distant. The climate is mild and equable. The soil is fertile, its forests are magnificent. It offers every possible inducement for settlement and cultivation. We quote from a cotemporary the following remarks:

"The most valuable pine timber in this country is found in Michigan. Since the days of the Jesuit Missionaries in 1660, and Alexander McKenzie, its 'virgin copper' has been noted, till now its copper mines are yielding an immense revenue. No finer iron is seen in this country than is found in Michigan in the upper Peninsula. Coal mines are opened and worked in various parts of the State. Immense beds of gypsum or plaster have been found in the State. The geological report recently published, and the geological maps show these beds of lime-stone as cropping out in high bluffs on the Saginaw Bay, at a point which has long been called 'Plaster Point.'"

Recently gypsum and in its purest forms Alabaster have recently been discovered on Trawas Bay, a part of the Saginaw. This is one of the most valuable of our minerals, and a great fertilizer. Plaster as it is called after being properly ground, is in demand all over the Western States, and the Saginaw quarries while being easily worked are inexhaustible. Connected with this formation is the attendant one of salt, the existence of which has been long suspected. The manufacture of this article has now been gone into extensively, and any one who has passed up the river within the past season, has seen from the deck of the steamer, that the shores are crowded with salt boiling establishments, where tall chimnies rise up in every direction filling the valleys with their evaporations. Millions of dollars are invested in these works, and their products furnish unflinching freights to the lake steamers. The salt wells pour out their brine to the very surface, and in some instances the expensive application of pumps is unnecessary. This is so much saved to the manufacturer. East Saginaw is rapidly becoming another Syracuse, and has many natural advantages over the latter city. Ten years ago it was the haunt of the animals of the forest; it is now populous, and contains well built streets graded and paved, which as well as its dwellings are lighted with gas. Its active commerce is indicated by the fact that it possesses a regular Exchange, where salt and lumber are quoted and sold, with as much regularity as the cereals are at the Commercial Exchange in this city. Here the dealers in these articles from all parts of the Country habitually resort in the course of their business. Orders from the West, from the lakes, from the St. Lawrence are taken and executed in the promptest manner. These staples always in demand more valuable with the increase of population, are certain to make East Saginaw one of our most populous and wealthy cities. The manufacture of barrels and the work now doing in the ship yards, are incidentals of great importance in the future to this flourishing place. What in fact induced immigrants at an early day to pass by Michigan to the western prairies, is now found to be the greatest inducement to its settlement. Its forests contain the finest timber in the Union, and its pine is already celebrated. So its harder trees, maple, and especially black walnut are

cotering largely into the forms of cabinet ware and furniture. More than fifty species of forest trees are to be found on the Saginaw and its tributaries, and from there every kind of wood useful in the arts is easily obtained. Besides salt, and gypsum, coal as is above stated, is worked in the Peninsula. Two years ago there were 72 lumber mills in the Saginaw Valley, now increased to hundreds. The agricultural products are equally various and are increasing under the impetus of a large foreign as well as domestic market. In short with all these advantages of climate, soil, production and navigation the Saginaw Valley bids fair to become famous. Its improvement has of late years been very rapid, and the Census report records its progress in unmistakable language.

We are not surprised to learn therefore that our shrewdest capitalists have turned their attention to the Penninsular State. Within the past three months, Erastus Corning has purchased over 130,000 acres of land in Michigan. The Fairbanks of St. Johnsbury, John W. Brooks and John M. Forbes of Boston, and J. W. Pickersgill of New York, and men of that class, have purchased at recent sales more than 500,000 acres of land in that State.

One company from the City of New York has within six months invested \$500,000 on the Saginaw River, and another from the same city \$50,000.

We would refer those who wish more definite and scientific information in respect to the salt discoveries in the Saginaw Valley to Hunt's Merchants' Magazine, No. 2, for September, 1863: also to a work published by Rey Haddock of *The Detroit Tribune*, giving full statistics of the pine, mineral salt and plaster of the State of Michigan.

#### Erie Railway.

The earnings and expenses of this road for the fiscal years ending September 30, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From Passengers..	\$1,096,196 60	\$1,670,082 58
"Freights ....	6,642,914 68	8,432,294 47
"Mails, etc. ..	124,861 40	143,800 18
Total .....	\$7,863,972 68	\$10,246,117 23
Expenses, viz:	1862.	1863.
Transportation exp.	\$4,391,393 89	\$5,704,370 85
Taxes .....	74,220 30	155,653 22
Other items .....	166,507 42	197,614 00
Total .....	\$4,632,121 61	\$6,057,638 07
Net earnings.	3,231,851 07	\$4,188,479 16

Compared with 1862, the gross earnings of 1863 show an increase of \$2,382,144 55; with an increase in expenses of \$1,425,516 46—making the increase in net earnings \$956,628 09.

#### Pittsburg and Connellsville Railroad.

The gross revenue of this road for the year ending October 31, 1863, was \$215,537 49. The expenses of maintenance, working, and administration were \$120,358 40. The net revenue of the year was \$95,220 09. The whole number of passengers carried was 262,841, with a revenue therefrom of \$100,626—143,510 passengers carried the previous year, with a revenue of \$56,258. The freight transported amounted to 143,792 tons yielding a revenue of \$110,436—against \$85,763 tons carried the previous year, with a revenue of \$59,992.

#### Northern Illinois Railroad.

We have received a copy of the Second Annual Report of this company, embracing the construction and operating of the road for the year ending September 30, 1863.

The proportion of revenue credited in account with the Racine and Mississippi Railroad, amounts to \$51,238 01 And the expenses of maintaining track and other charges, to \$10,842 19 Taxes ..... 1,915 42

12,257 61

Leaving net revenue for the year .... \$39,031 80

Out of which there has been paid:

Interest.....\$18,710 17

Coupons matured Oct. 1, on

bonds sold ..... 18,840 00

37,550 17

Balance to credit of revenue, interest and dividend.....\$1,481 18

From the report we learn that the receipts of the road during the winter of 1862-63 were not so favorable as might have been expected, in consequence of the failure of the crop of 1862. Since harvest this year, however, the receipts show a large increase, and the development of the business of the road is most satisfactory, and affords reliable assurance of continued prosperity, and improvement in the value of the property. Some important improvements have been added to the road, which were necessary items of construction not accomplished at the time of the last report. The fencing of the road is now complete—26 miles having been built in the last season. Additional side tracks have been put in at Savanna and Lanark; and extensions made to the river tracks at the former place. Depot grounds have been generally improved by ballasting. At Freeport, additional depot grounds have been secured, and a water tank and coal platform erected. At Savanna a large freight house has been constructed, and equipment for the convenience of the river business has been added. The charter for the ferry between Savanna and Sabula, and steam ferry boat have been acquired by the company. The property was taken at a fair valuation. In connection with the ferry business, three barges for transportation of grain in bulk were built, also a floating elevator for transferring the grain from the barges to the cars. There has also been constructed a wharf boat and landing barge with covered freight house upon it; also a dock boat for ferry landing. These arrangements have all been in full operation since harvest, and have worked efficiently. A new ferry boat has been contracted for, to be built on the Ohio river during the winter. The present boat is old, and has not sufficient power for the business. The new boat will have ample power, and is to be constructed specially to resist any moderate amount of floating ice. It is under consideration to purchase cars for the road, and it is proposed to have some built during the winter in the shops at Racine. The increased earnings from each new car would in a short time supply the means necessary to be expended in the gradual construction of rolling stock.

In last year's report it was explained, that the means for construction had been obtained by loan on the 1st mortgage bonds deposited as collateral security. The advances have now been fully repaid, with interest, by sale of the bonds. The

coupons and interest are paid to 1st of October. The current receipts of the road are more than sufficient for the interest on the bonds.

When the time comes for the re-organization of the Racine and Mississippi Railroad, the Northern Illinois must naturally enter into an arrangement for consolidation, so that the line may be owned complete from the Mississippi to Lake Michigan. Beyond the Mississippi, west, and north, and south, connections will unquestionably be made with the Northern Illinois, and when that is accomplished, or any one of these connections, the line will at once become one of the leading routes of the northwest. It will become an important connection between the lake ports and the Union Pacific Railroad. It is the only route, says the report, which can offer equal facilities for the interchange of business at the three leading ports of Lake Michigan—Chicago, Racine and Milwaukee—and, looking to the future, it is not less important as the direct route to Green Bay. The position of this property is such as ought to commend it to capitalists as affording a most favorable opportunity for legitimate enterprise in the development of railroad property, where a moderate amount of investment would enhance the value of previous expenditures, on a scale in proportion to the value of a comparatively local line, and the value of an important trunk line.

#### BALANCE SHEET.

Construction and general expenses	\$525,147 46
Ferry, elevator and barges	19,613 88
Supplies	5,104 79
Bills receivable	9,824 57
Real estate	9,856 50
Open accounts receivable	50,068 28
Cash	307 41
	<b>\$619,922 84</b>
Capital stock	\$65,975 00
First mortgage 8 per cent. bonds	500,000 00
Revenue, interest and dividend	5,105 99
Open accounts payable	41,683 11
Bills payable	7,158 74
	<b>\$619,922 84</b>

The office of the company is at Freeport, Illinois. The officers and directors are:

President.—G. A. THOMSON.

Directors.—Elijah Northey, Enoch Chamberlain, L. H. Bowen, H. A. Mills, Duncan Mackay, Thomas Long, Chancellor Martin, Edward P. Barton, Frank Smith, William Shannon, Marshall M. Strong, R. A. Knapp, G. A. Thomson.

Superintendent of Construction.—R. W. SMITH.

Secretary and Treasurer.—HYATT SINCLAIR.

#### New England Mutual Life Insurance Co.

The members of the New England Mutual Life Insurance Company held their twentieth annual meeting in Boston on the 21st ult., at which there was a large gathering. The Directors submitted the yearly report, from which are taken the following items, which cannot fail to be interesting to a majority of our readers. The number of members now constituting the company is six thousand five hundred, who are insured to the amount of \$20,000,000. Sixteen hundred new members were added to the list during the year 1863, who were insured to the amount of nearly \$5,000,000. The increase of the company's funds the past year was \$426,000, after preparing for every indebtedness. The business of the company has more than doubled since 1853, and the liabilities are amply covered by a reservation of

more than \$2,000,000. The prosperous condition of the company's affairs gives to the present members a return of 40 per cent. of their last five years' premiums, amounting to \$750,000 in cash. The following gentlemen were unanimously re-elected Directors: Willard Phillips, Charles P. Curtis, Thos. A. Dexter, Marshall P. Wilder, Sewell Tappan, Charles Hubbard, William B. Reynolds, George H. Folger, Francis C. Lowell, Jas. S. Amory, Homer Bartlett.

#### Railroad Earnings—Weekly.

The earnings of the Chicago and Alton Railroad for the 3d week of December, 1863, were:

	1863.	1862.
Passengers	\$16,663 10	\$10,821 40
Freight	20,468 29	20,651 37
Sundries	1,475 73	1,227 97
Total	<b>\$38,607 12</b>	<b>\$32,700 74</b>
Increase	5,906 38	

The earnings of the Galena and Chicago Union Railroad for the 3d week of Dec., 1863, were:

	1862.	1863.
Freight	\$26,387 21	\$24,193 95
Passengers	6,661 89	12,697 10
Mails, etc.	2,250 00	1,800 00
Total	<b>\$34,299 10</b>	<b>\$38,191 05</b>
Increase	\$3,891 95	

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in December, 1863, have been:

From Freight	\$11,631 19
" Passengers	6,546 15
" Mails and Rents	993 50
Total	<b>\$19,173 84</b>
Same week, 1862	15,323 59

Increase	<b>\$3,847 75</b>
Total from Jan. 1, 1863	<b>\$1,207,974 45</b>
Same period, 1862	1,148,861 13
Increase	<b>\$59,113 32</b>

The approximate earnings of the Marietta and Cincinnati Railroad, in the 3d week of December, 1863, were:

	1863.	1862.
Passengers	\$5,618 88	\$2,910 60
Freight	8,577 43	7,400 68
Mail, express & telegraph	907 00	922 32
Total	<b>\$15,103 31</b>	<b>\$11,233 60</b>
This month to date	<b>\$48,185 56</b>	<b>\$34,555 23</b>

The earnings of the Chicago and Rock Island Railroad, for the 3d week of December, 1863, were:

Do., 1862	<b>\$46,906 00</b>
Do., 1862	<b>36,423 00</b>

Increase.....\$10,483 00

The earnings of the Chicago and Northwestern Railway for the 3d week in December, 1863, were:

Do., 1862	<b>\$30,542 25</b>
Do., 1862	<b>20,633 20</b>

Increase.....\$9,909 05

The earnings of the Michigan Central Railroad for the 3d week of Dec., 1863, were:

Same period, 1862	<b>\$59,632 00</b>
Same period, 1862	<b>55,703 00</b>

Increase.....\$3,929 00

The earnings of the Michigan, Southern and Northern Indiana Railroad for the 3d week of Dec., 1863, were:

Do., 1862	<b>\$71,373 00</b>
Do., 1862	<b>64,424 00</b>

Increase.....\$18,949 00

The traffic of the Great Western Railroad for the week ending Dec. 25, 1863, was as follows:

Passengers	\$21,205 89
Freight and live stock	35,280 44
Mails and sundries	1,225 82

Total	<b>\$57,712 15</b>
Corresponding week of 1862	<b>51,661 35</b>

Increase.....\$6,050 80

The earnings of the Grand Trunk Railway for the week ending December 19, 1863, were:

Passengers	\$23,776 56
Freight and live stock	5,400 00
Mails and sundries	67,145 35

Total	<b>\$96,321 91</b>
Corresponding week, 1862	<b>94,283 18</b>

Increase.....\$2,038 73

#### What Constitutes a Common Carrier.

The attributes of a common carrier have been so often defined that it would seem difficult to raise a new question on the point. Yet it has been recently shown that it is possible to do so, the turning point in an action brought by one Mallory against the Tioga Railroad Company, being on the question whether a railroad company, permitting their tracks to be used by the cars of another person, was a common carrier of such cars.

The defendants are a railroad corporation operating a railroad from Blossburgh in Pennsylvania, to Corning New York, a distance of forty miles. The plaintiff was a miner of coal at Blossburgh which he was in the habit of transporting over the defendants' roads sometimes on the cars of the defendants, but generally on those furnished by him, in which case he also furnished brakemen to go on the train under the control of the defendants' conductor, and the cars were loaded and unloaded by the plaintiff. When the plaintiff furnished his own cars, the defendants charged for freight one dollar per ton of coal; when the cars were furnished by defendants the charge was one dollar and twenty cents per ton. On the 21st day of June 1854, the plaintiff's cars loaded with coal, while being transported from Blossburgh to Corning, and about ten miles from the former place in Pennsylvania, were thrown from the track while passing a curve, and fifteen of the cars were more or less broken in pieces, and the contents spilled and partially lost. The action was brought against the defendants as common carriers; the complaint alleging that the defendants received from him, and undertook to carry from Blossburgh to Corning certain cars laden with coal; which the defendants failed to transport. On the occasion in question, the plaintiff furnished his own cars and brakemen, and loaded the cars, agreeing to pay a freight of one dollar a ton to the defendants. On the trial the plaintiff claimed that the defendants were common carriers, but was overruled by the court on that point. He then gave evidence for the purpose of showing negligence on the part of the defendants, and offered to prove specific facts for that purpose. This evidence was objected to and excluded. The court non-suited the plaintiff, and refused to submit to the jury the question of the defendant being a common carrier. Exceptions were taken by the plaintiff to the decision.

By the Court, James C. Smith J. I have come



to the conclusion that the defendants in receiving from the plaintiff his cars loaded with coal, and undertaking to transport them over their railroad from Blossburgh to Corning assumed the liabilities of common carriers.

That they were carriers generally cannot be questioned. The constant employment being the transportation of property and passengers upon their railroad for hire. It is claimed however by the defendants that their undertaking with the plaintiff was special and not within the scope of the general business, and that the law does not cast upon them the duty of common carriers in respect to it for two reasons.

1st. They undertook merely to furnish motive power to draw the plaintiff's cars laden with his property, over their railroads he to load and unload them; and 2dly the plaintiff was to provide brakemen to accompany his cars on the route.

In support of their claim the defendants cite the case of *Wells vs. Steam Navigation Company*. (2 Comstock 207.) There however the defendants engaged to tow the plaintiff's boat on the Hudson River which is a common highway; and the court held that the defendants were not carriers generally, that the property transported was not in their possession or under their control, and that they were not bailees of any description. This brief statement of the points on which that case turned, shows that it widely differs from the case in hand.

Yet in order to allow the defendants all the aid which they can legitimately derive from that decision, I concede that notwithstanding the defendants in the case at bar were carriers generally, and were the proprietors of the route over which the goods were to be transported, in both which respects their case differs from that of the "*Steam Navigation Company*." Yet if as claimed by them they simply entered into a special engagement outside of their general business, to provide the plaintiff with sufficient motive power to draw his cars over their road, under the care and control of his servants, they did not thereby assume the obligations of carriers. But the case proved is in my judgment materially different from the one thus hypothetically stated.

In the first place, if I correctly apprehend the testimony, the undertaking of the defendants to carry the plaintiff's cars loaded with his coal over their road, was strictly within the scope of the business which they as a corporation were permitted to carry on. The act of the Legislature of the State of Pennsylvania by which they were incorporated, and under which they constructed that part of their road lying in that state authorized them to "charge and receive tolls, and for freight in and for the transportation of goods, \* \* and for the conveyance of passengers," and among other rates prescribed one "on empty cars," and another "on all passengers excepting only such as are necessarily engaged in conducting the cars." It also directed that "no person \* \* shall place any car or other carriage" on the defendants' railroad, "without a permit or license first had and obtained from said company, subject to such rules and regulations as shall from time to time be established by said company to govern the use of said railroad." And it provided "that all persons using the said road shall use those cars, wagons and conveyances which shall be adapted thereto, which said cars wagons and con-

veyances to be used thereon, for the transportation of persons or commodities shall be prescribed by the said company." That part of the railroad lying in New York was operated by the defendants under an agreement with the Corning and Blossburgh Company, a corporation created by the laws of the latter state, and by which such portion of the road was constructed and owned. By that agreement the defendants bound themselves to operate the entire road from Blossburgh to Corning, for the purpose of transporting passengers and property, specifying coal among other things, and for that purpose to furnish and keep in repair the necessary motive power engines, machinery and cars (but the agreement expressly provided that they should not be bound to furnish coal cars). In 1854 the plaintiff was engaged in mining and marketing coal, and had large quantities of it carried over the defendants' road, some of it in defendants' cars but principally in his own. When he furnished cars he also furnished brakemen who were under the charge of the defendants' conductor, and he loaded and unloaded the cars whether furnished by the defendants or himself. The price paid for freight per ton was one dollar and twenty cents if the defendants furnished cars, and one dollar when the plaintiff furnished them. On the 21st of June 1854, the defendants undertook to transport over their road from Blossburgh to Corning, forty six cars loaded with coal belonging to the plaintiff. On their way fifteen of the cars were thrown from the track, and this action is brought to recover the damages thus occasioned. It is apparent from this statement not only that the carriage of loaded cars belonging to others over the defendants' road for hire was a part of the business expressly authorized by the act of their incorporation, and provided for by their agreement with the Corning and Blossburgh Company, but that they had been engaged in thus transporting cars for the plaintiff, during several months prior to their undertaking to carry the train in question.

But independently of the special provision of the act of incorporation, and the agreement above referred to, I am of the opinion that the defendants' undertaking was in the line of their general business. It was certainly competent for them as carriers to undertake to transport the cars of the plaintiff, whether loaded or unloaded upon trucks or platform cars belonging to themselves; and in such case they would clearly have been liable as carriers. The mere fact that the plaintiff's cars were run upon their own wheels, instead of being placed upon platform cars of the defendants does not in my judgment take the cars out of the scope of the defendants' business as carriers, or relieve them from liability as such. If the injury had occurred in consequence of a defect in the running gear of the plaintiff's cars, which the plaintiff ought to have guarded against, the cars would have been materially different for the reason that a carrier is not liable for a loss occasioned by the negligence or fraud of the owner. But I am unable to perceive in the nature of the undertaking, any sound reason for holding that the defendant did not contract with the plaintiff as carriers.

In the next place the plaintiff's cars while being thus transported over the defendants' road, were not under the care and control of the plaintiff's servants. The entire train was controlled and

managed by the employee of the defendant. The plaintiff merely furnished brakemen whose duties as the term implies related exclusively to the running of the train, and not to the care or guarding of the plaintiff's property; and they were in all respects under the control of the defendants' conductor. They had no efficient means of protecting the property of their principal against the consequences of negligence or fraud, and the circumstances that they accompanied the train merely to assist in running, does not in any respect absolve the defendants from their liability as carriers. If a servant of the owner happen to go with the goods but there is no intention to let him meddle with the care of them, the carrier will be answerable for loss (*Marsh Ins. B. 1, ch. 7 § 5 Abbott on Ship part 3, ch. 2 § 8, Story on Bail § 533*).

So if a man travel in a stage coach, and take his portmanteau with him, though he has his eye upon the portmanteau yet the carrier is not absolved from his responsibility, but will be liable if the portmanteau is lost. (*Per Chambre J. in Robinson vs. Dunmore 2 Bos. & Pull 418.*) It was said by Bronson J. in *Hollister vs. Nowlen* (19 Wend 237) that "when there is no fraud the fact that the owner accompanies the property, cannot affect the principle on which the carrier is charged in case of loss." He likened the liability of a carrier to that of an innkeeper, and cited the remark in *Calye's case* (8 Co. 63) that "it is no excuse for the innkeeper to say that he delivered the guest the key of the chamber in which he lodged, and that he left the door open, but he ought to keep the goods and chattle of his guest there in safety."

The defendant's possession of the plaintiff's cars while on the route was none the less complete by reason of the circumstance that they were loaded, and to be unloaded by the plaintiff. In this respect the case is precisely like that of a stage coach proprietor carrying the trunk of his passenger.

I have now considered all the circumstances relied upon by the defendant, to take this case out of the rule that the carrier is liable for loss unless he shows that it was caused by inevitable accident or the public enemies. I fully appreciate the force of the suggestion that the rule is rigorous and sometimes severe, and that courts have in various instances refused to extend it to new cases, but nevertheless the rule is too well established to be questioned, and I regard this case fully within its policy which as was said by Lord Mansfield in *Forward vs. Pittard* (1 T. R. 27) is "to prevent litigation collusion and the necessity of going into circumstance impossible to be enraveled."

If these views are correct there should be a new trial.

New trial granted.

#### Portland and Halifax Railroad.

In the revived scheme of connecting Portland with Halifax by rail, via Bangor and St. John, N. B. (300 of the 582 miles of which are now built,) Bangor is especially interested, and several large meetings have been held there to forward the project. The *St. John Presbyterian* says:

"That the movement to carry the extension from Bangor toward the Aroostook, and not directly towards Calais, will strike the St. Andrew's line at a distance of 70 miles from St. John. So when the line is built, St. John will be nearer Aroostook by rail than Bangor will be, by the difference between 111 miles and 70 miles."

**PREFERRED AND GUARANTIED R. R. STOCKS**

## CANAL AND MISCELLANEOUS STOCKS

## MINING STOCKS

[illegible]



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single tr'k.	Length. In progress or projected	Equip- ment				Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.							Bonds.	Floating Debt.	Gross.	Nett.			
			m.	n.	No	N										
MASSACHUSETTS.																
30 Nov. '62	1.52						Boston and Chelsea	140,000	140,000			5,000	5,000			48
30 Nov. '62	4.30						Broadway, Boston.	118,020	69,200		750	69,580	9,225	12 1/2		65
30 Nov. '62	8.21		134	20			Cambridge	602,651	445,800	150,000	74	63,622	53,622	9		124 1/2
30 Nov. '62	6.99						Cliftondale	95,500	70,000	25,000	3,748	625				
30 Nov. '62	4.39						Dorchester	155,594	120,800	5,000		8,308	7,467	7 1/2		
30 Nov. '62	0.79						Dorchester Extension	12,800	12,800			1,024	1,024	8		
30 Nov. '62	0.75						Dorchester and Roxbury	25,641	11,000	7,800	7,982					46 1/2
30 Nov. '62	12.43		123	23			Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501			80
30 Nov. '62	3.51						Malden and Melrose	60,200	200,000	73,100	66,223					25
30 Nov. '62	3.26						Medford and Charlestown	34,000	22,000	12,000		2,040	2,040	6		62
30 Nov. '62	21.17		515	82			Metropolitan (Boston)	783,955	600,000		103,700	300,806	64,892	8		103
30 Nov. '62	0.33		290	42			Middlesex (Boston)	461,730	355,000		59,457	124,718	41,398	4		
30 Nov. '62	2.87						Newton	27,451	28,000			1,680	1,680	6		
30 Nov. '62	2.90						Quincy	102,750	53,000	20,000	29,750	14,068	4,841			30 1/2
30 Nov. '62	2.79						Somerville	50,000	50,000			2,500	2,500	5		
30 Nov. '62	2.50					2	Stoneham street (Boston)	35,505	32,000			1,497	500			
30 Nov. '62	4.48		57	8			Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083				47
30 Nov. '62	1.62		287	50			Union (Transportation)	174,500	160,000	22,200	18,307	107,222	17,078	10		
30 Nov. '62	1.80						West Cambridge	12,850	12,850		120	771	771	6		
30 Nov. '62	2.64						West Roxbury									
30 Nov. '62	3.88						Winnisimmet	62,152	62,200		4,798	3,750	3,750	6		
30 Nov. '62							Worcester	60,000								
CONNECTICUT.																
31 Dec. '62	1.1		11	3			Hartford City	30,000	30,000							
NEW YORK.																
30 Sep. '62	10.76					28	Avenue D (New York City)	236,036	200,000	27,500	324	52,237	14,015	3		69
30 Sep. '62	6.50					28	Broadway (Brooklyn)	1,505	1,505						100	65
30 Sep. '62	24.01		63	25		28	Brooklyn, Bath & Coney Is'd	794,912	492,150	252,100	62,967	127,843	10,868	8		150
30 Sep. '62	56.11		140	29		28	Brooklyn Central & Jamaica	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8		58
30 Sep. '62	10.50		1.50	23		29	Brooklyn City	267,628	346,000	146,000	8,000	30,944	2,759			
30 Sep. '62	2.50						Brooklyn City and Newtown	51,328	53,500							
30 Sep. '62							Brooklyn City & Ridgewood									
30 Sep. '62							Buffalo Street									
30 Sep. '62							Central City (Syracuse)									
30 Sep. '62	17.25						Centrl Pk. N. & E. Riv. (N.Y.)	454,654	350,020	101,000	7,689					
30 Sep. '62	12.67		6.00				Coney Island and Brooklyn	501,264	493,800	7,000	2,717	21,457	6,874	100		69
30 Sep. '62	4.52		3.67				East & North River (N.Y.)	650	650							
30 Sep. '62	4.63						Fourth Avenue (N.Y.)	938,365	800,000		25,000	369,955	121,565	12	100	
30 Sep. '62							Grand St. & Newtown (W.g.)								8	
30 Sep. '62							Harlem Br. Morris & Ford									
30 Sep. '62							Main & Ohio St. (Buffalo)									
30 Sep. '62							Niagara Avenue (Buffalo)									
30 Sep. '62	10.00		16.00	42			Ninth Avenue (N.Y.)	413,948	795,360	22,000		89,498	19,430		100	
30 Sep. '62			11.00				N.R. Riv. & Wall st. Ferry (N.Y.)	1,200	1,200							
30 Sep. '62							Port Morris & Westchester	1,200	1,200							
30 Sep. '62	13.00						Rochester City & Brighton	1,101,873	650,000	450,000	42,500	243,066	51,499		100	
30 Sep. '62	5.37		535	59	30		Second Avenue (N.Y.)	1,089,317	750,000	25,000		358,032	88,184	10	100	
30 Sep. '62	16.50					109	Seventh Avenue (N.Y.)	1,787,029	1,170,000	400,000		580,736	211,939	12	100	240
30 Sep. '62							Sixth Avenue (N.Y.)									
30 Sep. '62							Tenth Av. & 32d st. (N.Y.)									
30 Sep. '62							Third Avenue (N.Y.)									
30 Sep. '62							Troy and Lansingburg									
30 Sep. '62							Utica City			1,430						
30 Sep. '62			1.00				V. Brunt st. & Erie Bas. (Buff.)	298	330							
NEW JERSEY.																
31 Dec. '62	5.82					7	Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	6.05		2.50			8	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	8		
31 Dec. '62	10.47						Jersey City & Bergen Point									
31 Dec. '62	4.20						Orange and Newark									
31 Dec. '62	5.80					8	West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.																
31 Oct. '62	7.89		120	22			Chestnut & Walnut (Phila.)	235,000	100,000	135,000		124,521	78,853	35		57
31 Oct. '62	8.13		122	13		8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,901	84,440	47,180	25		
31 Oct. '62	4.12		16	5			Delaware County	31,000	24,000	6,500	1,860	4,858	172			
31 Oct. '62	4.38		117	24			Fairmount & Arch st. (Phila.)	195,845	200,000			6,052	16,594	5 1/2		31
31 Oct. '62	16.73		267	45		6	Frankford & Southw'k (Ph.)	698,520	442,045	200,000		172,935	59,743	7 1/2		60
31 Oct. '62	24.23		134	35			Germantown	299,913	112,345	250,000	1,000	106,792	35,431			56 1/2
31 Oct. '62	8.16		116	25			Grand College (Phila.)	150,041	160,000			62,862	19,715	12 1/2		27
31 Oct. '62	8.73		187	40		4	Green & Coates st. (Phila.)	219,787	150,000	82,000		108,653	51,990	14 1/2		44
31 Oct. '62	11.00						Hestonville, Mantua & Fairmount	100,000	60,000	40,000						
31 Oct. '62							Lombard & South st. (Phila.)									
31 Oct. '62	11.17						North Philadelphia	300,000	200,000	100,000						16
31 Oct. '62	10.57		0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2 1/2		
31 Oct. '62	7.04					19	Pittab. Allegheny & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252			
31 Oct. '62	4.51		63	9			Pittsburg and Birmingham	63,295	37,475	22,600		3,329	34,377	2,486		
31 Oct. '62	12.00		69	19		3	Pittsburg and East Liberty	290,000	200,000	100,000	25,000	29,655	2,422			
31 Oct. '62	6.16						Race and Vine (Fairmount)	180,000	180,000							21 1/2
31 Oct. '62	6.20						Richmond & Schuylkill (Ph.)	130,000	100,000	30,000						
31 Oct. '62	7.75		56	10		3	Ridge Avenue & Manyunk.	170,582	118,000	50,000		28,987	12,296	8		21
31 Oct. '62	19.46		378	60			Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24 1/2		84 1/2
31 Oct. '62	6.53		46	12			17th & 19th st. (Phila.)	113,000	120,000		15,000	38,919	24,322	1 1/2		11
31 Oct. '62	8.35					17	5 Spruce & Pine (Phila. & Gr's F.)	173,010	159,312	15,500		70,223	25,740	12 1/2		124 1/2
31 Oct. '62	7.65		1.51	170	39		10th & 11th st. (Citizens')	168,443	192,750		9,000	98,379	38,097	13		61
31 Oct. '62	6.26		123	16			11th & 15th st. (Phila.)	100,000	100,000			65,510	21,766	4		24 1/2
31 Oct. '62	9.31		228	44		1	West Philadelphia	270,583	189,100	100,000	4,000	128,177	28,851	9		70
MARYLAND.																
31 Dec. '62	21.00		340	50			Baltimore City	700,000	670,000		31,540	239,059	21,058			18
OHIO.																
31 Dec. '62	5.00						Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00						City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81						Passenger (Cinc.)	69,837	50,000							
31 Dec. '62	3.63						Pendleton & S. St. Mar't (Cin.)	70,000	50,000							
MISSOURI.																
30 Nov. '62	8.29						Citizens' (St. Louis)	117,437	100,000							
30 Nov. '62	3.33						Missouri (St. Louis)	76,674	70,000							
30 Nov. '62	4.48						People's (St. Louis)	88,875	70,000							
30 Nov. '62	10.20						St. Louis	295,004	295,004							

## PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	Rate.	EST. Pay- able.	Principal payable.	Market Price.
	\$	pc	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage .....	27,500	7	J. & J.	Var.	---
Brooklyn Centr. & Jamaica: 1st Mortgage .....	252,100	7	J. & D.	1870	---
Brooklyn City: 1st Mortgage .....	170,000	7	J. & J.	1872	---
Brooklyn City & Newtown: 1st Mortgage .....	148,000	7	J. & J.	1872	---
Cambridge: 1st Mortgage .....	150,000	6	J. & J.	1881	100 1/2
Central Park, East & North River: 1st Mortgage .....	101,000	7	J. & J.	1874	---
Citizens' (Pittsburg): 1st Mortgage .....	47,800	7	J. & J.	1870	---
Cliffondale: 1st Mortgage .....	25,000	6	J. & J.	1871	---
Coney Island and Brooklyn: 1st Mortgage .....	7,000	7	J. & J.	1873	---
Delaware County: 1st Mortgage .....	6,500	7	---	---	---
Dorchester: Real Estate Mortgage .....	5,000	6	---	---	---
Dorchester and Roxbury: 1st Mortgage .....	7,800	6	J. & J.	---	---
Frankford and Southwark: 1st Mortgage .....	200,000	7	J. & J.	1869	100
Germantown: 1st Mortgage .....	250,000	7	J. & J.	1869	---
Green and Coates St.: 1st Mortgage .....	82,000	7	J. & J.	1870	---
Hestonville, Mantua & Fair- mount: 1st Mortgage .....	40,000	7	J. & J.	1869	---
Hoboken and Weehawken: 1st Mortgage .....	60,000	7	M. & S.	1872	---
Lynn and Boston: 1st Mortgage (road) .....	50,000	6	M. & S.	71-72	---
1st Mortgage (equipment) .....	40,000	6	---	---	---
Malden and Melrose: 1st Mortgage guaranteed .....	60,000	6	---	1880	95
Medford and Charlestown: 1st Mort. (Winter St. Br.).	12,000	6	---	---	---
Metropolitan: 1st Mortgage .....	30,625	6	---	---	---
Real Estate Mortgage .....	---	6	---	---	---
Middlesex: Malden & Melrose bonds .....	60,000	6	---	1870	---
Real Estate .....	6,210	---	---	---	---
Ninth Avenue: 1st Mortgage .....	22,000	7	---	---	---
North Philadelphia: 1st Mortgage .....	100,000	7	J. & J.	1869	---
Philadelphia City: 1st Mortgage .....	135,000	6	J. & J.	1879	---
Philadelphia and Darby: 1st Mortgage .....	17,000	7	J. & J.	1870	---
Philadelphia and Gray's Ferry: 1st Mortgage .....	15,500	7	J. & J.	1869	---
Pittsburg, Allegheny and Manchester: 1st Mortgage .....	25,000	7	J. & J.	1871	---
Pittsburg & Birmingham: 1st Mortgage .....	22,000	7	J. & J.	1870	---
Pittsburg & East Liberty: 1st Mortgage .....	100,000	7	J. & J.	1871	---
Quincy: Plain bonds .....	20,000	---	M. & S.	1868	---
Richmond and Schuylkill: 1st Mortgage .....	30,000	7	J. & J.	1870	---
Second Avenue: 1st Mortgage .....	450,000	7	J. & D.	1867	---
Second and Third Street: 1st Mortgage .....	125,000	7	J. & J.	1868	---
2d Mortgage .....	50,900	7	J. & J.	1869	---
Sixth Avenue: 1st Mortgage .....	25,000	7	J. & J.	1876	---
Suffolk: 1st Mortgage .....	23,800	6	M. & S.	1872	---
Third Avenue: 1st Mortgage .....	340,000	7	J. & J.	1870	---
Real Estate bonds .....	60,000	---	---	---	---
Union: Real Estate Mortgage .....	22,200	6	J. & D.	1868	---
West Hoboken & Hoboken: 1st Mortgage .....	60,000	7	M. & N.	1873	---
West Philadelphia: 1st Mortgage .....	100,000	7	J. & J.	1869	---

## FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.		Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.		Amounts outstanding.	Interest.			
			Rate.	Periods.	WHEN DUE.	Market Price.				Rate.	Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.													
Loan of June 25, 1847.....registered coupon	\$9,415,250	6	Jan. & July.	1867	105		Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	117 1/2	
Loan of Dec. 31, 1849.....registered coupon	8,903,342	6	"	1867	"		" " " " " " " " " " " "	600,000	5	"	77-78	117 1/2	
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	"	1868	105		" " " " " " " " " " " "	500,000	5	May & Nov	1893	108 1/2	
Loan of June 14, 1853.....registered coupon	20,000,000	5	"	1868	106		" " " " " " " " " " " "	1,000,000	5	"	1883	108	
Loan of June 22, 1860.....registered coupon	7,022,000	5	"	1865	127		Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100	
Oregon War Debt of June, 1861.....coupon	1,026,000	5	"	1874	98		" " " " " " " " " " " "	100,000	6	"	1879	"	
Loan of Feb. 8, 1861.....registered coupon	10,415,000	5	"	1874	100 1/2		" " " " " " " " " " " "	587,000	7	"	1886	104	
Loan of July 1, 1861.....registered coupon	50,000,000	5	"	1871	96		" " " " " " " " " " " "	2,000,000	6	"	68-83	"	
Loan of Feb. 25, 1862 (5-20s).....registered coupon	40,230,000	5	"	1871	96		Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105	
Treasury Notes of Feb. & Aug. 1861.....coupon	52,931,000	6	"	1881	105		" " " " " " " " " " " "	100,000	7	"	1871	"	
Treasury Notes of 1864 & 1862 (coupons).....	717,141	6	Yearly.	1881	105		" " " " " " " " " " " "	2,275,000	7	"	1883	"	
Certificates of Deposit.....	28,069,295	6	Jan. & July.	1881	110		Mississippi—State bonds (banks).....coupon	2,000,000	6	"	41-71	"	
Certificates of Indebtedness.....(coin)	70,814,639	6	"	1881	110		Missouri—Bank Stock Loan of 1857.....	63,000	5 1/2	Jan. & July.	1863	"	
[N.B.—Sinking Fund: 1 percent, per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]	157,093,241	6	"	1881	110		" " " " " " " " " " " "	199,000	6	"	1863	"	
		6	"	1881	110		" " " " " " " " " " " "	100,000	6	April & Oct	1863	"	
		6	"	1881	110		" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	"	
		6	"	1881	110		" " " " " " " " " " " "	200,000	6	"	1883	"	
		6	"	1881	110		" " " " " " " " " " " "	7,000,000	6	"	72-88	60 1/2	
		6	"	1881	110		" " " " " " " " " " " "	4,500,000	6	"	77-89	"	
		6	"	1881	110		" " " " " " " " " " " "	3,000,000	6	"	73-87	87	
		6	"	1881	110		" " " " " " " " " " " "	4,500,000	6	"	72-87	"	
		6	"	1881	110		" " " " " " " " " " " "	3,501,000	6	"	73-89	"	
		6	"	1881	110		" " " " " " " " " " " "	650,000	6	"	87-89	"	
		6	"	1881	110		" " " " " " " " " " " "	700,000	6	"	1889	"	
		6	"	1881	110		" " " " " " " " " " " "	431,000	9	June & Dec.	64-66	"	
		6	"	1881	110		" " " " " " " " " " " "	780,000	"	"	"	"	
		6	"	1881	110		" " " " " " " " " " " "	555,100	6	Feb. & Aug.	1876	107 1/2	
		6	"	1881	110		" " " " " " " " " " " "	200,000	6	"	"	"	
		6	"	1881	110		" " " " " " " " " " " "	95,000	6	Jan. & July.	Var.	"	
		6	"	1881	110		" " " " " " " " " " " "	631,820	6	"	65-71	"	
		6	"	1881	110		" " " " " " " " " " " "	200,000	6	"	"	"	
		6	"	1881	110		" " " " " " " " " " " "	501,500	5	Jan. & July.	pleas.	"	
		6	"	1881	110		" " " " " " " " " " " "	348,107	5	"	pleas.	"	
		6	"	1881	110		" " " " " " " " " " " "	900,000	5	"	1875	"	
		6	"	1881	110		" " " " " " " " " " " "	442,981	5	May & Nov.	1888	107	
		6	"	1881	110		" " " " " " " " " " " "	1,189,781	6	Jan. & July.	pleas.	"	
		6	"	1881	110		" " " " " " " " " " " "	1,500,000	6	"	63-78	116	
		6	"	1881	110		" " " " " " " " " " " "	700,000	7	"	1870	113	
		6	"	1881	110		" " " " " " " " " " " "	28,698	5	"	d'm'd	"	
		6	"	1881	110		" " " " " " " " " " " "	11,050	5 1/2	"	d'm'd	"	
		6	"	1881	110		" " " " " " " " " " " "	14,230	6	"	d'm'd	"	
		6	"	1881	110		" " " " " " " " " " " "	421,001	6	Jan. & July.	65-67	"	
		6	"	1881	110		" " " " " " " " " " " "	287,700	4 1/2	J. A., J. & O	1864	"	
		6	"	1881	110		" " " " " " " " " " " "	63,000	5	Feb. & Aug.	1876	"	
		6	"	1881	110		" " " " " " " " " " " "	28,000	5 1/2	J. A., J. & O	1865	"	
		6	"	1881	110		" " " " " " " " " " " "	320,000	5 1/2	Jan. & July.	1865	"	
		6	"	1881	110		" " " " " " " " " " " "	100,000	6	"	1867	"	
		6	"	1881	110		" " " " " " " " " " " "	6,922,274	5	"	63-74	105 1/2	
		6	"	1881	110		" " " " " " " " " " " "	15,885,025	7	"	61-76	116	
		6	"	1881	110		" " " " " " " " " " " "	1,300,000	6	"	1864	"	
		6	"	1881	110		" " " " " " " " " " " "	9,129,505	6	Various.	Var.	53	
		6	"	1881	110		" " " " " " " " " " " "	1,08,905	6	Jan. & July.	1860	"	
		6	"	1881	110		" " " " " " " " " " " "	1,015,000	6	"	1865	95	
		6	"	1881	110		" " " " " " " " " " " "	379,866	6	"	1868	"	
		6	"	1881	110		" " " " " " " " " " " "	2,183,532	6	"	1870	103 1/2	
		6	"	1881	110		" " " " " " " " " " " "	1,600,000	6	"	1875	104	
		6	"	1881	110		" " " " " " " " " " " "	4,095,309	6	"	1881	108	
		6	"	1881	110		" " " " " " " " " " " "	2,400,000	6	"	1886	108	
		6	"	1881	110		" " " " " " " " " " " "	276,385	6	"	1863	108	
		6	"	1881	110		" " " " " " " " " " " "	296,704	6	"	1866	"	
		6	"	1881	110		" " " " " " " " " " " "	1,280,969	6	"	1868	"	
		6	"	1881	110		" " " " " " " " " " " "	2,920,403	6	Yearly.	"	"	
		6	"	1881	110		" " " " " " " " " " " "	55,372	"	"	"	"	
		6	"	1881	110		" " " " " " " " " " " "	131,200	4 1/2	April & Oct.	due.	"	
		6	"	1881	110		" " " " " " " " " " " "	10,780,095	5	Jan. & July.	due.	99 1/2	
		6	"	1881	110		" " " " " " " " " " " "	3,886,070	5	Feb. & Aug.	due.	"	
		6	"	1881	110		" " " " " " " " " " " "	3,690,514	5	Mar. & Sept.	due.	103 1/2	
		6	"	1881	110		" " " " " " " " " " " "	3,241,898	5	June & Dec.	due.	"	
		6	"	1881	110		" " " " " " " " " " " "	210,283	6	Feb. & Aug.	due.	107	
		6	"	1881	110		" " " " " " " " " " " "	200,000	4 1/2	Jan. & July.	1864	"	
		6	"	1881	110		" " " " " " " " " " " "	1,177,890	5	"	1864	"	
		6	"	1881	110		" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1864	"	
		6	"	1881	110		" " " " " " " " " " " "	1,045,629	5	June & Dec.	1864	"	
		6	"	1881	110		" " " " " " " " " " " "	1,558,673	5	Jan. & July.	1865	"	
		6	"	1881	110		" " " " " " " " " " " "	2,277,755	5	"	1868	"	
		6	"	1881	110		" " " " " " " " " " " "	1,786,214	5	"	1870	100 1/2	
		6	"	1881	110		" " " " " " " " " " " "	4,880,000	5	Feb. & Aug.	1877	103	
		6	"	1881	110		" " " " " " " " " " " "	428,000	5	"	1878	"	
		6	"	1881	110		" " " " " " " " " " " "	400,000	6	April & Oct.	1879	"	
		6	"	1881	110		" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	"	
		6	"	1881	110		" " " " " " " " " " " "	380,937	5	"	"	"	
		6	"	1881	110		" " " " " " " " " " " "	97,360	"	"	"	"	
		6	"	1881	110		" " " " " " " " " " " "	3,000,000	6	Feb. & Aug.	1871	"	
		6	"	1881	110		" " " " " " " " " " " "	2,000,000	6	Mar. & Sept.	1882	104 1/2	
		6	"	1881	110		" " " " " " " " " " " "	484,444	5	"	1863	"	
		6	"	1881	110		" " " " " " " " " " " "	1,708,017	6	"	65-90	"	
		6	"	1881	110		" " " " " " " " " " " "	1,310,000	6	"	1877	"	
		6	"	1881	110		" " " " " " " " " " " "	1,125,000	6	"	1882	50	
		6	"	1881	110		" " " " " " " " " " " "	2,063,808	5	"	Var.	"	
		6	"	1881	110		" " " " " " " " " " " "	12,799,000	6	"	Var.	"	
		6	"	1881	110		" " " " " " " " " " " "	608,000	5	"	1890	68 1/2	
		6	"	1881	110		" " " " " " " " " " " "	45,000	6	"	1890	"	
		6	"	1881	110		" " " " " " " " " " " "	"	"	"	"	"	
		6	"	1881	110		" " " " " " " " " " " "	175,000	6	"	63-64	"	
		6	"	1881	110		" " " " " " " " " " " "	58,000	6	"	62-63	"	
		6	"	1881	110		" " " " " " " " " " " "	751,000	6	Jan. & July.	1870	104 1/2	
		6	"	1881	110		" " " " " " " " " " " "	404,000	6	"	Var.	"	
		6	"	1881	110		" " " " " " " " " " " "	18,264,642	6	Jan. & July.	83-93	49	
		6	"	1881	110		" " " " " " " " " " " "	12,64,000	6	"	65-93	"	
		6	"	1881	110		" " " " " " " " " " " "	1,865,000	6	"	1892	"	
		6	"	1881	110		" " " " " " " " " " " "	"	"	"	"	"	
		6	"	1881	110		" " " " " " " " " " " "	100,000	6	April & Oct.	67-68	"	
		6	"	1881	110		" " " " " " " " " " " "	200,000	6	Jan. & July.			



## MUNICIPAL SECURITIES LIST.

DESCRIPTION.	Amount out- standing.	Inter- est payable	Prin- cipal pay- able.	Market Price.	DESCRIPTION.	Amount out- standing.	Inter- est payable	Prin- cipal pay- able.	Market Price.	DESCRIPTION.	Amount out- standing.	Inter- est payable	Prin- cipal pay- able.	Market Price.
Albany, N. Y.:					Fall River, Mass.:					Philadelphia, Pa.:				
5 per cents, municipal	\$50,000	M. & N.	1864		5 per cents, municipal	\$165,500	var.	64-71		5 per cents, consolidated	\$689,937	J. & J.	64-73	
5 " " "	100,000	J. & D.	70-74		5 " " " (1862-3)	56,500	"	1872		5 " " "	69,255	"	64-82	
5 " " "	225,000	J. & J.	65-69		Gardiner, Me.:					5 " " "	1,152,247	"	64-73	
5 " " water	800,000	F. & A.	70-81		6 per cents, municipal		var.	var.		5 " " "	2,902,308	"	64-83	
5 " " Alb. N. R.R.	300,000	M. & N.	1879		6 " " " K. & P. R.R.	150,000	M. & N.	1870		5 " " "	9,606,307	"	64-90	
5 " " A. & W. S. R.R.	1,000,000	J. & J.	66-76		Hannibal, Mo.:					5 " " "	4,237,856	"	64-99	
Allegheny City, Pa.:					10 per cents, municipal	40,000	var.	var.		5 " " Phila. City	552,700	"	64-74	
7 per cents, municipal		J. & J.	var.		10 " " Pike Co. R.R.	59,000	Feb.	63-79		5 " " "	489,600	"	75-79	
6 " " railroad		J. & J.			10 " " " (N.Y.)	141,000	"	74-81		5 " " "	1,743,200	"	60-91	
Augusta, Me.:					Hartford, Ct.:					5 " " "Poor"	217,295	"	64-08	
6 per cents, municipal	21,545	var.	64-69		6 per cents, municipal	123,800	var.	64-80		5 " " Southwark	99,150	"	64-81	
6 " " K. & P. R.R.	200,000	A. & O.	1870		6 " " park	130,000	F. & A.	1882		5 " " "	110,606	"	64-77	
Baltimore, Md.:					6 " " railroad	500,000	J. & J.	1876		5 " " Richmond	34,146	"	62-93	
5 per cents, Int. Improv.	4,963,215	Qtrly.	38-70		6 " " water	250,000	J. & D.	1883		5 " " Spring Garden	17,000	"	1885	
6 " " Miscellaneous	400,920	"			6 " " "	125,000	J. & J.	1883		5 " " "	726,200	"	63-85	
6 " " Court House	169,754	"			Jersey City, N. J.:					5 " " Kensington	204,200	"	65-81	
6 " " Water	3,500,000	"			6 per cents, municipal	58,925	var.	63-74		5 " " District of Penn.	60,333	"	65-76	
6 " " New Jail	250,000	"			6 " " coupon	63,000	"	63-81		5 " " Moyamensing	6,000	"	68-71	
6 " " B. & O. R.R.	5,000,000	"	1890		6 " " "	118,000	"	63-75		5 " " Frankford	48,459	"	70-73	
6 " " P. & C. R.R.	1,000,000	J. & J.	1886		6 " " water	650,000	J. & J.	1877		5 " " North Liberties	30,784	"	70-80	
6 " " Park	553,998	"	1890		Keokuk, Iowa:					5 " " West Phila.	71,313	"	72-73	
6 " " Float & D'fens.	225,000	"	var.		8 per cts., railroad	600,000	"			5 " " Germantown	1,000	"	1875	
6 " " Bounty	94,900	"			10 " " (ap'l tax)	150,000	"			5 " " Phila. County	380,117	"	70-75	
6 " " N.W. Va. guar.	1,500,000	J. & J.	1873		Lawrence, Mass.:					Pittsburg, Pa.:				
6 " " Y. & C.	500,000	"	1877		5 per cents, municipal	15,000	var.	63-75		6 per cents, municipal	1,000,700	J. & J.	var.	
6 " " W.M.R.R.	200,000	"	1890		5 " " "	130,000	"	63-82		4 " " railroad	1,800,000	"	1913	
Bangor, Me.:					5 " " "	151,550	"	63-79		Portland, Me.:				
6 per cents, municipal	760,700	var.	65-82		5 " " "					6 per cents, municipal	907,496	var.	63-83	
6 " " K. & P. R.R.	140,000	A. & O.	63-74		Lowell, Mass.:					5 " " A. & St. L. R.R.	1,500,000	J. & J.	68-70	
Bath, Me.:					5 per cents, municipal	55,000	annual	64-67		6 " " "	500,000	A. & O.	1886	
6 per cents, municipal	145,242	var.	64-73		5 " " "	60,000	sem.-an.	72-82		Portland, N. H.:				
6 " " K. & P. R.R.	200,000	A. & O.	1870		5 " " "	60,000	"	72-87		5 per cents, municipal	39,700	M. & S.	64-72	
Boston, Mass.:					5 " " "	42,000	Feb.	69-75		5 " " "	14,800	"	64-80	
4 1/2 per cents, municipal	595,205	var.	78-84		Louisville, Ky.:					5 " " Volunteer Aid	13,000	"	64-71	
5 " " "	1,807,618	"	63-70		6 per cents, municipal		var.	var.		5 " " "	58,000	A. & O.	67-82	
5 " " "	2,593,000	"	71-80		6 " " water		M. & N.	1887		Portland, Ohio:				
5 " " "	364,000	"	81-85		7 " " railroads					7 per cents, municipal	30,000	J. & D.	1871	
5 " " "	641,000	"	63-71		Lynn, Mass.:					7 " " railroad	10,000	"	1866	
5 " " water (notes)	400,000	"	78-79		5 per cents, municipal	46,000		1882		Poughkeepsie, N. Y.:				
4 1/2 " " (sterling)	1,949,711	"	72-73		5 " " "	20,000		1874		6 per cents, municipal	47,677	var.	64-80	
5 " " (dollar)	758,000	"	63-71		5 " " "	60,000		1879		6 " " water	14,000	"	60-78	
Brooklyn, N. Y.:					5 " " "	18,800		64-69		6 " " bounty	48,120	A. & O.		
6 per cents, municipal	804,200	J. & J.	64-74		6 " " "	76,800		63-74		Providence, R. I.:				
6 " " "	245,000	"	75-85		Manchester, N. H.:					6 per cents, municipal	600,000	M. & S.	1885	
6 " " "	403,000	"	80-95		6 per cents, munic'l (notes)	7,100	sem.-an.	72-78		6 " " railroad	500,000	J. & J.	1876	
6 " " "	25,000	M. & N.	66-68		6 " " (coupon)	99,500	"	66-78		5 " " war	300,000	"	1893	
6 " " Williamsburg	429,070	J. & J.	63-81		6 " " "	67,500	"	80-88		Reading, Pa.:				
6 " " water	1,700,000	"	68-81		Marysville, Cal.:					6 per cents, municipal	52,000	var.	var.	
6 " " "	749,000	"	1886		10 per cents, municipal		J. & J.	var.		Racine, Wisc.:				
6 " " "	819,000	"	1891		8 " " "		"	var.		10 per cents, plank road, etc.	48,000	var.	var.	
6 " " "	1,432,000	"	1896		Milwaukee, Wisc.:					8 " " harbor	25,000	"		
6 " " "	850,000	"	1899		10 per cents, municipal	22,000	var.	due.		7 " " railroad	300,000	"		
6 " " War Loan	115,000	"	1895		4 " " "re-adjust'd	77,500				Rochester, N. Y.:				
Buffalo, N. Y.:					Nashua, N. H.:					7 per cents, Alms house	20,000	J. & J.	1864	
6 per cents, municipal	216,000	var.	63-79		6 per cents, municipal	103,155	var.	64-80		7 " " Floating	66,000	A. & O.	74-82	
6 " " "	299,000	"	65-82		Newark, N. J.:					6 " " City Hall	70,000	J. & J.	64-73	
Calais, Me.:					6 per cents, municipal	216,000	sem.-an.	70-83		7 " " Bridge & Impr.	135,000	var.	63-82	
6 per cents, municipal		J. & D.	1876		7 " " Volunteer Aid	100,000	"	1873		6 " " "	60,000	"	76-82	
Cambridge, Mass.:					New Bedford, Mass.:					6 " " Sum Fire Eng's	20,000	"	81-82	
5 per cents, municipal	166,000	var.	65-82		5 per cents, municipal	425,150	A. & O.	63-84		6 " " R. & Gen. V.R.R.	280,000	J. & J.	64-76	
5 " " " of '50-'51	16,000	"	65-71		New London, Ct.:					Sacramento City, Cal.:				
5 " " " of '54-'57	56,000	"	64-77		6 per cents, municipal	150,000	J. & J.	67-87		10 per cents, municipal			64-73	
5 " " " of '54-'57	52,692	"	64-69		Newport, Ky.:					6 per cents, Pacific R.R.	457,000	var.	71-73	
6 " " bridge	20,000	F. & A.	1872		7 per cents, municipal	20,000	F. & A.	1872		6 " " O. & M. R.R.	429,900	J. & J.	72-74	
6 " " water	50,000	J. & J.	1881		6 " " bridge	37,000	J. & J.	1883		6 " " Iron Mt'n R.R.	285,000	"	74-77	
Chamden, N. J.:					6 " " "	15,000	"	1883		6 " " municipal	1,464,000	"	var.	65-83
6 per cents, municipal	38,100	J. & J.	65-74		10 " " municipal	19,500	M. & N.	1888		6 " " real estate	623,000	"	64-90	
6 " " "	27,300	"	78-81		Newport, R. I.:					6 " " sewerage	425,000	"	70-88	
Charlestown, Mass.:					5 per cents, municipal	150,000	A. & O.	73-84		6 " " Impr. (old lim.)	254,000	"	71-87	
5 per cents, municipal	50,000	J. & J.	67-73		Newburyport, Mass.:					6 " " water	494,000	"	71-83	
5 " " "	52,000	var.	65-67		5 per cents, municipal		var.	var.		6 " " harbors	249,000	"	63-86	
5 " " "	78,000	"	68-77		6 " " "	205,000	"	"		6 " " wharfs	163,000	"	67-81	
5 " " Volunteer Aid	174,060	A. & O.	77-83		7 " " "		"	"		6 " " district sewers	15,000	"		
5 " " water	202,000	"	82-83		New Haven, Ct.:					San Francisco, Calif.:				
Chelsea, Mass.:					6 per cents, municipal	200,000	J. & J.	70-81		10 per cents, municipal	1,354,300	M. & N.	1871	
5 1/2 per cents, municipal	105,000	A. & O.	70-72		New York, N. Y.:					13 " " fire	178,500	J. & J.	1866	
5 " " "	74,000	"	70-88		5 per cents, water	3,000,000				10 " " school	95,500	"	1870	
6 " " "	117,000	var.	63-77		5 " " "	2,147,000				7 " " "	3,000	"	1866	
Chicago, Ill.:					5 " " Croton water	900,000				6 " " municipal	829,000	"	1875	
10 per cents, municipal (old)	4,000	J. & J.	63-68		6 " " "	100,000				6 " " city & county	1,734,500	"	1883	
7 " " " (")	60,000	"	66-74		5 " " Wat. Stk '49 & '54	284,700				Springfield, Ill.:				
7 " " " (new)	511,000	A. & O.	1881		5 " " " '54 & '57	1,878,600				10 per cents, municipal	51,467	"	64-82	
6 " " " (old)	160,000	J. & J.	63-74		5 " " Build'g Stk No.3	75,000				8 " " "	55,000	"	68-81	
6 " " " (new)	200,000	"	75-76		5 " " " No.4	115,000				Springfield, Ohio:				
7 " " sewerage	900,000	"	79-87		5 " " Fire Indemnity	402,768	F. & A.	1868		7 p. cts., Spgfd & Mafd R.R.	2,000	M. & N.	1866	
6 " " "	100,000	"	1888		5 " " Central Park	399,300	"	1898		Taunton, Mass.:				
6 " " water	1,133,000	"	1883		6 " " "	3,066,071	"	1887		6 per cents, town bonds	75,000	J. & J.	var.	
Cincinnati, Ohio:					6 " " "	275,000	"	1894		6 " " town notes	10,000	"		
6 per cents, municipal		A. & O.	1895		6 " " Improv.	2,083,200	"	1887		Troy, N. Y.:				
6 " " water		"			6 " " "	1,666,000	"	1876		7 per cents, municipal	140,000	"	73-79	
7 " " railroads		"			6 " " W. Wash. Mark't	600,000	"	1873		6 " " Schen. & T.R.R.	19,000	"	68-67	
Cleveland, Ohio:					6 " " Croton water	1,800,000	"	1883		6 " " Troy Un'n R.R.	115,000	"	68-72	
7 per cents, municipal		J. & J.	var.		6 " " Floating Debt	2,748,000	"	1878		5 " " Schen. & T.R.R.	167,000	"	62-80	
8 " " Ohio city		"			6 " " Publ. Bld'g No.3	200,000	"	62-66		5 " " water	71,000	"		
7 " " water		"	1879		6 " " Docks & Slips	500,000	"	67-76		Utica, N. Y.:				
7 " " sewerage		"	1890		6 " " Publ. Education	154,000	"	1873		6 per cents, municipal		var.	var.	
Detroit, Mich.:					6 " " Tompkins Mkt	119,000	F. & A.	62-69		Watertown, Wisc.:				
6 per cents, hydraulics	50,000	A. & O.	1865		6 " " Harlem Bridge	60,000	"	63-68		8 per cents, M. & W. R.R.	80,000	J. & J.	1878	
6 " " sewers	38,545	var.	69-71		6 " " Co. Court House	1,000,000	M. & N.	75-84		8 " " W. & Mad. R.R.	200,000	"	18	

## Railroads of the United States.

A tabular statement showing the length and cost of each work at the end of the financial year closing nearest 1st January 1864.

(Not including City Passenger Railroads.)

## 1. MAINE.

Corporate Titles of Companies.	Mileage		Cost of Road and Equip'm't.
	Total.	Completed.	
1. Androscoggin.....	68.00	68.00	\$1,252,677
2. Atlantic and St. Lawrence (54 m. in N. Hamp. and 16.20 m. in Vt.)....	149.00	149.00	7,654,098
3. Bangor, Oiltown and Milford.....	12.50	12.50	247,412
4. Calais and Baring.....	6.00	6.00	226,160
5. European and North American (including late Penobscot Railroad)....	90.72	.....	380,000
6. Great Falls and South Berwick.....	6.00	6.00	172,232
7. Kennebec and Portland (main line)....	50.00	50.00	2,871,269
Yarmouth Extension.....	13.00	13.00	
Bath Branch.....	9.50	9.50	
8. Lewy's Island.....	16.50	16.50	315,397
9. Machiasport (Franklin).....	7.50	7.50	110,000
10. Maine Central (a consolidation of late Androscoggin and Kennebec, and Penobscot and Kennebec R. R's.)....	109.81	109.81	4,211,878
11. Portland and Oxford Central.....	28.50	21.50	430,000
12. Portland, Saco and Portsmouth.....	53.50	53.50	1,580,184
13. Somerset and Kennebec.....	37.00	37.00	783,763
14. York and Cumberland.....	52.00	18.50	1,090,317
Total attributed to Maine.....	709.53	578.31	\$21,324,387
Deduct parts of roads in other States.....	70.20	70.20	3,606,174
	639.33	508.11	\$17,718,213
Add parts of roads in other States.....	1.26	1.26	70,103
Actual total in Maine.....	640.59	509.37	\$17,788,316

## 2. NEW HAMPSHIRE.

1. Ashuelot.....	23.76	23.76	\$506,000
2. Boston, Concord and Montreal.....	93.54	93.54	2,850,000
3. Cheshire (10.50 miles in Mass.)....	53.64	53.64	3,839,713
4. Cochecho.....	28.12	28.12	848,400
5. Concord.....	34.53	34.53	1,500,000
6. Concord and Portsmouth.....	49.90	49.90	350,000
7. Contoocook River.....	14.64	14.64	200,000
8. Eastern of New Hampshire.....	16.55	16.55	525,205
9. Great Falls and Conway.....	46.50	20.09	433,404
10. Manchester and Lawrence.....	26.89	26.89	1,065,345
11. Manchester and North Weare.....	19.43	19.43	200,000
12. Merrimac and Connecticut Rivers.....	29.30	29.30	698,258
13. Northern.....	69.20	69.20	3,068,400
Bristol Branch.....	13.00	13.00	
14. Peterboro and Shirley (included in Fitchburg, Mass.).....	.....	.....	.....
15. Sullivan.....	24.70	24.70	1,250,000
16. White Mountains.....	20.78	20.78	200,000
17. Wilton.....	15.43	15.43	226,979
Total attributed to New Hampshire.....	581.91	555.50	\$17,761,706
Deduct parts of road in Massachusetts.....	10.50	10.50	758,650
	571.41	545.00	\$17,003,056
Add parts of roads attrib'd to other States.....	116.32	116.32	4,127,215
Actual total in New Hampshire.....	687.73	661.32	\$21,130,271

## 3. VERMONT.

1. Connecticut and Passumpsic Rivers.....	110.30	110.30	\$2,577,712
2. Rutland and Burlington.....	119.54	119.54	4,204,051
3. Rutland and Wash'n (11.18 m. in N. Y.)....	44.73	44.73	1,771,683
4. Rutland and Whitehall.....	6.88	6.88	255,700
Hydeville Branch.....	1.51	1.51	
5. Southern Vermont.....	8.00	8.00	200,000
6. Vermont and Canada.....	55.50	55.50	1,378,695
7. Vermont Central.....	117.00	117.00	8,522,610
Branches.....	2.00	2.00	1,301,885
8. Vermont Valley.....	23.69	23.69	
9. Western Vermont.....	59.00	59.00	1,083,500
Bennington Branch.....	5.50	5.50	.....
Total attributed to Vermont.....	553.65	553.65	\$21,295,837
Deduct parts of road in New York.....	11.18	11.18	442,921
	542.47	542.47	\$20,852,916
Add parts of roads attributed to other St's.....	26.70	26.70	1,311,771
Add parts of Grand Trunk of Canada.....	17.00	17.00	911,347
Actual total in Vermont.....	586.17	586.17	\$25,076,034

## Corporate Titles of Companies.

## Mileage

## Cost of Road and Equip'm't.

		Total.	Completed.	
4. MASSACHUSETTS.				
1. Agricultural Branch.....	28.36	15.03	.....	\$352,276
2. Amherst, Belchertown and Palmer....	19.50	19.50	.....	85,000
3. Berkshire (Housatonic).....	21.14	21.14	.....	\$600,000
4. Boston and Lowell (Main Line).....	26.76	26.76	.....	2,428,593
Woburn Branch.....	1.86	1.86	.....	
5. Boston and Maine (37.22 m. in N. H. and 1.26 m. in Maine).....	74.26	74.26	.....	4,277,184
Medford Branch.....	2.23	2.23	.....	
Methuen Branch.....	3.61	3.61	.....	
Great Falls Branch (in N. Hamp.)....	2.95	2.95	.....	3,160,000
6. Boston and Providence (6 m. in R. I.)....	43.50	43.50	.....	
Dedham Branch.....	2.97	2.97	.....	
Seekonk Branch (in R. I.).....	1.00	1.00	.....	4,500,000
7. Boston and Worcester (main line)....	44.63	44.63	.....	
Brookline Branch.....	1.55	1.55	.....	
Newton and Lower Falls Branch....	1.25	1.25	.....	1,031,625
Saxonville Branch.....	3.87	3.87	.....	
Milford Branch.....	11.97	11.97	.....	
Frammingham Branch.....	2.06	2.06	.....	1,801,944
Milbury Branch.....	3.07	3.07	.....	
8. Cape Cod Branch.....	46.01	46.01	.....	
Wareham Branch.....	1.04	1.04	.....	236,277
9. Connecticut River.....	50.00	50.00	.....	
Chicopee Branch.....	2.35	2.35	.....	136,789
10. Danvers.....	9.20	9.20	.....	
11. Dorchester and Milton Branch.....	3.26	3.26	.....	4,227,572
12. Eastern (main line).....	44.10	44.10	.....	
Marblehead Branch.....	3.50	3.50	.....	
Gloucester Branch.....	13.50	13.50	.....	55,894
Salisbury Branch.....	3.41	3.41	.....	
Saugus Branch.....	10.10	10.10	.....	
13. Easton Branch.....	3.78	3.78	.....	747,008
14. Essex (main line).....	19.86	19.86	.....	
Harbor Branch.....	1.32	1.32	.....	
15. Fairhaven Branch.....	15.11	15.11	.....	252,135
16. Fitchburg (main line).....	50.93	50.93	.....	
Watertown Branch.....	7.85	7.85	.....	
Lancaster and Sterling Branch....	9.00	9.00	.....	3,540,000
Marlboro Branch.....	3.90	3.90	.....	
Peterboro and Shirley in Mass.....	14.10	14.10	.....	
Peterboro and Shirley in N. H.....	9.36	9.36	.....	333,885
17. Fitchburg and Worcester.....	13.99	13.99	.....	
18. Grand Junction and Depots.....	9.00	9.00	.....	
19. Horn Pond Branch.....	0.66	0.66	.....	13,075
20. Lexington and West Cambridge.....	6.64	6.64	.....	
21. Lowell and Lawrence.....	12.35	12.35	.....	
22. Medway Branch.....	3.60	3.60	.....	363,158
23. Middleboro' and Taunton.....	8.54	8.54	.....	
24. Midland Land Damage (including the late Midland and Norfolk County lines—8 m. in Conn.).....	74.50	61.50	.....	37,909
25. Nashua and Lowell (6.22 m. in N. H.)....	14.58	14.58	.....	
26. New Bedford and Taunton.....	20.13	20.13	.....	
Harbor Branch.....	1.46	1.46	.....	556,974
27. Newburyport.....	14.58	14.58	.....	
Danvers and Georgetown Line.....	12.39	12.39	.....	
28. New York and Boston.....	33.00	33.00	.....	597,386
29. Old Colony and Fall River.....	37.26	37.26	.....	
Fall River Division.....	42.24	42.24	.....	
Bridgewater Branch.....	7.76	7.76	.....	3,362,948
30. Pittsfield and North Adams.....	18.65	18.65	.....	
31. Providence and Worcester (18 m. in R.I.)....	43.41	43.41	.....	
32. Rockport.....	3.60	3.60	.....	90,263
33. Salem and Lowell.....	16.88	16.88	.....	
34. South Reading and Branch.....	8.35	8.35	.....	
35. South Shore.....	11.50	11.50	.....	299,468
36. Stockbridge and Pittsfield.....	21.93	21.93	.....	
37. Stoneham Branch.....	1.63	1.63	.....	
38. Stony Brook.....	13.16	13.16	.....	30,575
39. Stoughton Branch.....	4.04	4.04	.....	
40. Taunton Branch.....	11.10	11.10	.....	
Taunton River Branch.....	0.68	0.68	.....	250,000
41. Troy and Greenfield.....	42.55	7.00	.....	
42. Vermont and Mass. (10½ miles in Vt.)....	69.28	69.28	.....	1,756,370
Greenfield Branch.....	8.00	8.00	.....	
43. Western.....	117.81	117.81	.....	
44. West Stockbridge.....	2.75	2.75	.....	3,268,415
45. Worcester and Nashua (6.57 m. in N.H.)....	45.69	45.69	.....	
			.....	
Total attributed to Massachusetts.....	1,371.83	1,309.95	.....	\$60,776,608
Deduct parts of roads in other States.....	107.08	107.08	.....	3,521,237
	1,264.75	1,202.87	.....	\$57,255,371
Add parts of roads attrib'd to other St's.....	74.67	74.67	.....	2,729,816
Actual total in Massachusetts.....	1,339.42	1,277.54	.....	\$59,985,187



Corporate Titles of Companies.			Mileage		Cost of Road and Equipm't.	Corporate Titles of Companies.			Mileage		Cost of Road and Equipm't.
			Total.	Completed.					Total.	Completed.	
5. RHODE ISLAND.											
1. New York, Providence and Boston (5 miles in Ct.)	50.00	50.00			\$2,158,000	25. New York and Harlem	130.75	130.75			10,086,543
2. New York and Boston	32.50				325,000	Port Morris Branch	2.12	2.12			
3. Newport and Fall River	17.32	17.32			350,000	26. Niagara Bridge and Canandaigua	98.57	98.57			1,000,000
4. Providence, Warren and Bristol (3.30 miles in Mass.)	13.60	13.60			448,242	Tonawanda Branch	1.64	1.64			
Total attributed to Rhode Island	113.32	80.92			\$3,277,642	27. Niagara Falls and Lake Ontario	13.15	13.15			393,729
Deduct parts of roads in other States	8.30	8.30			330,990	28. Northern (Ogdensburg) Branches	118.00	118.00			4,819,979
	105.12	72.62			\$2,946,652	29. Oswego and Rome	3.75	3.75			
Add parts of roads attrib'd to other States	51.32	51.32			2,422,322	30. Oswego and Syracuse	35.91	35.91			815,161
Actual total in Rhode Island	156.44	123.94			\$5,368,974	31. Plattsburg and Montreal	23.17	23.17			349,775
6. CONNECTICUT.											
1. Danbury and Norwalk	23.81	23.81			\$410,958	32. Port Morris and Westchester	11.00				1,200
2. Hartford and New Haven (5.87 in Mass.)	61.38	61.38			3,452,957	33. Rensselaer and Saratoga	25.22	25.22			920,028
Middletown Branch	10.25	10.25				34. Rochester and Genesee Valley	49.75	18.45		656,026	
Hartford Branch	0.89	0.89				35. Rome, Watertown and Ogdensburg	189.63	189.63			
3. Hartford, Providence and Fishkill (26.32 miles in R. I.)	197.50	122.36			4,204,865	Potsdam Branch	24.28	24.28			3,461,683
4. Housatonic	74.00	74.00			2,439,775	Cape Vincent Branch	24.24	24.24			
5. Naugatuck	57.00	57.00			1,410,889	36. Sacketts' Harbor, Rome and New York	18.50	18.50			76,562
6. N. Haven, N. London and Stonington	50.00	50.00			1,454,040	37. Saratoga and Schenectady	21.50	21.50			480,684
Stonington Extension	11.00	11.00			397,837	38. Saratoga and Whitehall	40.86	40.86			902,208
7. New Haven and Northampton (25 m. in Mass.)	85.50	85.50			2,305,205	Rutland Branch	6.66	6.66			
Collinsville	7.50	7.50				39. Schenectady and Catskill	40.00				
Tariffville Branch	1.00	1.00				40. Staten Island	13.20	13.20			303,602
8. New London Northern (9 m. in Mass.)	66.00	66.00			687,15	41. Syracuse, Binghamton and New York	80.94	80.94			2,866,104
9. New York and Boston Air Line	80.00				657,701.2	42. Troy and Bennington	5.38	5.38			253,979
10. N. Y. and New Haven (14.14 in N. Y.)	6.35	6.35			5,419,524	43. Troy and Boston	34.91	34.91			1,710,014
Branch at New Haven	1.00	1.00				44. Troy and Greenbush	6.00	6.00			294,908
11. Norwich and Worcester (21 m. in Mass.)	59.40	59.40			2,613,694	45. Troy and Rutland	18.50	18.50			462,500
Allyn's Point Branch	7.00	7.00				46. Troy Union and Depot	2.14	2.14			752,601
12. Rockville Branch	4.50	4.50			145,000	47. Utica and Black River	34.94	34.94			862,089
Total attributed to Connecticut	859.08	703.94			\$25,599,598	Trenton Falls Branch	2.59	2.59			
Deduct parts of roads in other States	101.33	101.33			3,855,976	48. Warwick Valley	10.33	10.33			168,988
	757.75	602.61			\$21,743,622	Total attributed to New York	3,525.69	2,912.39			\$136,186,337
Add parts of roads attributed to other St's.	13.00	13.00			415,000	Deduct parts of roads in other States	53.25	53.25			3,468,750
Actual total in Connecticut	770.75	615.61			\$22,158,622		3,472.44	2,859.14			\$132,717,587
7. NEW YORK.											
1. Adirondac	182.00				\$283,591	Add parts of roads attrib'd to other St's.	33.32	33.32			1,692,921
2. Albany and Boston	21.40	21.40			300,000	Actual total in New York	2,505.76	2,892.46			\$134,410,508
3. Albany and Susquehanna	140.00	45.00			2,000,500	8. NEW JERSEY.					
4. Albany and Vermont	11.55	11.55			300,100	1. Belvidere Delaware	64.21	64.21			\$3,170,126
5. Albany and West Stockbridge	38.25	38.25			2,388,350	2. Burlington and Mount Holly	7.12	7.12			120,000
6. Atlantic and Great Western in N. York	48.89	48.89			2,335,484	3. Camden and Amboy	71.90	63.90			6,070,233
7. Avon, Genesee and Mount Morris	15.53	15.53			212,717	Trenton Branch	6.19	6.19			
8. Blossburg and Corning	14.83	14.83			498,217	New Brunswick Line	26.11	26.11			
9. Brooklyn Central and Jamaica	14.50	14.50			794,912	4. Camden and Atlantic	60.23	60.23			1,837,386
10. Buffalo and Allegheny Valley	30.00				21,300	5. Central of New Jersey	75.80	63.80			6,169,906
11. Buffalo, Bradford and Pittsburg (11 m. in Pa.)	100.00	12.00			412,768	Extra Track (Warren R. R.)	48.00	48.00			
12. Buffalo, New York and Erie	142.00	142.00			3,188,461	6. Flemington	12.00	12.00			291,944
13. Buffalo and State Line	68.34	68.34			2,784,414	7. Freehold and Jamesburg	17.00	11.50			231,173
14. Cayuga and Susquehanna	34.61	34.61			651,700	8. Hackensack and New York	4.88	4.88			136,308
15. Chemung	17.36	17.36			400,000	Lodi Branch (private)	0.78	0.78			20,000
16. Elmira, Jefferson and Canandaigua	46.84	46.84			500,000	9. Jersey City and Bergen Point	10.00	10.00			200,000
17. Erie (42 1/4 m. in Penna.)	446.00	446.00			39,985,202	10. Long Dock and Tunnel	2.88	2.88			2,480,000
Buffalo Branch	60.00	60.00				11. Millstone and New Brunswick	6.62	6.62		110,947	
Newburg Branch	19.00	19.00				12. Millville and Cape May	39.00	39.00			400,000
Union (Ramapo)	0.25	0.25				13. Millville and Glassboro'	22.30	22.30			191,629
18. Erie and New York City	25.00	25.00			155,125	14. Morris and Essex	84.50	52.52			1,627,362
19. Hudson and Boston	17.33	17.33			175,000	15. Newark and Bloomfield	14.00	6.00			112,027
20. Hudson River	144.00	144.00			12,113,794	16. Newark and Hoboken	6.00	6.00			407,192
21. Lake Ontario, Auburn and New York	73.84				74,854	17. New Jersey	33.80	33.80			5,379,304
22. Long Island	94.00	94.00			2,928,474	18. Northern New Jersey	21.27	21.27			422,297
Hempstead Branch	2.50	2.50				19. Orange and Newark	5.00	5.00			120,000
Glen Cove, Roslyn and Mineola Br.	8.50					20. Paterson and Hudson	14.50	14.50			630,000
Hicksville and Cold Spring	6.25	4.00			45,263	21. Paterson and Ramapo	15.12	15.12			350,000
23. New York Central—main line	297.75	297.75			31,787,398	22. Raritan and Delaware Bay	143.00	63.00			2,450,417
Troy and Schenectady	21.00	21.00				Long Branch Extension	4.00	4.00			
Syracuse and Rochester	104.00	104.00				23. South Branch	16.00	16.00			280,385
Batavia and Attica	11.00	11.00				24. Sussex	12.00	12.00			425,068
Rochester and Niagara	74.75	74.75				25. Warren	21.04	21.04			1,907,750
Tonawanda	12.25	12.25				26. West Jersey	86.00	42.00			821,984
Buffalo and Lewiston	28.25	18.25				Actual total in New Jersey	951.25	761.77			\$36,363,438
Rochester and Charlotte	6.88	6.88				9. PENNSYLVANIA.					
24. New York and Flushing	8.00	8.00			261,000	1. Allegheny Valley	176.41	45.00			\$1,765,300
						2. Atlantic and Great Western	88.00	88.00			6,187,500
						Franklin Branch	20.00	20.00			
						Oil Creek Branch	54.00	42.00			
						3. Bald Eagle Valley	53.00	27.00			810,000
						4. Barclay Coal	16.50	16.50			400,000
						5. Beaver Meadow	24.50	24.50			1,360,021
						Branches	23.50	23.50			
						6. Bedford	19.75	13.27			388,000
						7. Bellefonte and Snow-Shoe	20.50	18.50			630,958

Corporate Titles of Companies.	Mileage		Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage		Cost of Road and Equipm't.
	Total.	Completed.			Total.	Completed.	
8. Broad Mountain and Mahanoy .....	14.00	14.00	448,888	65. Pittsburg and Connellsville .....	149.00	59.50	2,145,383
9. Carbondale and Scranton .....	.....	.....	.....	66. Pittsburg, Fort Wayne and Chicago	.....	.....	.....
10. Catawauqua and Fogelsville .....	22.00	14.50	224,000	(249 miles in Ohio; 115 miles in Ind.	.....	.....	.....
11. Catawissa .....	65.00	65.00	3,634,000	and 13 miles in Ill.) .....	468.30	468.30	17,736,353
12. Chartiers Valley .....	22.50	.....	341,639	67. Pittsburg and Steubenville (8 miles in	.....	.....	.....
13. Chester Valley .....	21.50	21.50	1,871,909	W. Va.) .....	42.00	31.00	1,947,462
14. Chestnut Hill .....	4.20	4.20	129,650	68. Plymouth .....	.....	.....	.....
15. Columbia and Reading .....	39.00	39.00	819,000	69. Quakake .....	14.09	14.09	700,000
Lancaster Branch .....	6.00	.....	.....	70. Quakake and Mahanoy .....	24.00	.....	.....
16. Cumberland Valley .....	56.00	52.00	1,128,687	71. Schuylkill and Susquehanna .....	54.00	54.00	1,197,774
17. Delaware, Lackawanna and Western ..	110.70	110.70	9,249,835	Branches .....	1.00	1.00	.....
Keyser Valley Branch .....	2.80	2.80	.....	72. Schuylkill Valley .....	9.23	9.23	576,050
18. Delaware and Hudson .....	26.50	26.50	1,907,655	Branches .....	15.22	15.22	.....
Branches .....	4.00	4.00	.....	73. Shamokin Valley and Pottsville .....	28.03	28.03	1,291,597
Mine Railroads .....	32.00	32.00	.....	Lancaster Colliery Branch .....	1.12	1.12	.....
19. East Brandywine and Waynesburg .....	17.50	17.50	245,994	74. Strasburg .....	4.25	4.25	100,000
20. East Pennsylvania .....	35.80	35.80	978,861	75. Swatara .....	6.00	6.00	41,780
Temple Junction .....	1.12	1.12	.....	76. Tangascootuc .....	.....	.....	.....
21. Ebensburg and Cresson .....	8.00	8.00	200,000	77. Tioga .....	29.61	29.61	797,913
22. Elmira and Williamsport .....	78.00	78.00	2,083,807	78. Towanda .....	.....	.....	.....
23. Erie and Northeast .....	18.50	18.50	700,000	79. Trevorton .....	14.50	14.50	792,000
24. Erie and Pittsburg .....	85.50	85.50	1,800,000	80. Union Coal Co's. R. R. ....	3.50	3.50	100,000
25. Fayette County .....	12.69	12.69	130,000	Branches .....	2.25	2.25	.....
26. Franklin (6.50 m. in Md.) .....	22.50	22.50	525,000	81. Tyrone and Clearfield .....	36.00	22.00	500,000
27. Gettysburg .....	17.12	17.12	274,481	82. Westchester .....	9.00	9.00	178,000
28. Hanover .....	12.20	12.20	227,052	Branch .....	1.25	1.25	.....
29. Harrisburg and Lancaster .....	36.00	36.00	1,882,560	83. Westchester and Philadelphia .....	26.38	26.38	1,387,074
Columbia Branch .....	18.00	18.00	.....	84. Wrightsville, York and Gettysburg ..	13.00	13.00	393,230
30. Hazleton and Lehigh .....	15.00	15.00	400,000	Sundry Coal Railroads not otherwise	.....	.....	.....
31. Hempfield (8 m. in W. Va.) .....	76.30	32.00	1,657,800	accounted for—say .....	350.00	350.00	5,000,000
32. Huntingdon and Broad Top .....	31.25	31.25	1,423,481	Total attributed to Pennsylvania ..	4,412.67	3,887.16	\$178,034,899
Branches .....	19.20	19.20	.....	Deduct parts of roads in other States ..	542.60	526.50	23,108,792
33. Jamestown and Franklin .....	.....	.....	500,000	.....	3,870.07	3,360.66	\$154,926,107
34. Junction (Phila.) .....	5.63	5.63	180,000	Add parts of roads attrib'd to other States	200.70	184.70	10,891,729
35. Lackawanna (Grassy Island) .....	9.10	9.10	2,629,513	.....	4,070.77	3,545.36	\$165,817,836
36. Lackawanna and Bloomsburg .....	80.00	80.00	811,496	10. DELAWARE.	.....	.....	.....
37. Lehigh and Luzerne .....	20.00	9.50	1,380,000	1. Delaware .....	84.30	84.30	\$1,552,257
Eckley Branch .....	1.50	1.50	3,927,885	2. Delaware and Maryland .....	13.50	.....	.....
38. Lehigh and Susquehanna .....	19.71	19.71	83,044	3. Junction and Breakwater .....	40.60	8.60	71,107
39. Lehigh Valley .....	46.00	46.00	76,000	4. Newcastle and Frenchtown .....	16.19	6.00	744,425
40. Little Sawmill Run .....	3.00	3.00	82,050	5. Newcastle and Wilmington .....	5.00	5.00	150,000
41. Little Schuylkill .....	28.30	28.30	415,042	Total attributed to Delaware .....	159.59	103.60	\$2,517,789
Branches .....	5.50	5.50	200,000	Add parts of road attributed to other St's.	23.00	23.00	1,827,972
42. Littlestown .....	7.25	7.25	1,453,789	.....	182.59	126.60	\$4,345,761
43. Locust Gap .....	0.90	0.90	323,275	11. MARYLAND.	.....	.....	.....
44. Lorberry Creek .....	5.13	5.13	262,000	1. Annapolis and Elkridge .....	20.50	20.50	\$442,500
45. Lykens Valley .....	15.50	15.50	3,252,265	2. Baltimore and Ohio (241 m. in W. Va.)	379.60	379.60	24,318,773
Branches .....	4.20	4.20	.....	Branches .....	7.20	7.20	.....
46. McCauley's Mountain .....	6.00	6.00	203,259	Washington Line .....	30.00	30.00	1,650,000
47. Manch Chunk and Summit Hill .....	6.25	6.25	282,350	3. Baltimore and Potomac .....	80.00	.....	.....
Branches .....	22.00	22.00	20,748	4. Cumberland Coal and Iron .....	10.40	10.40	560,000
48. Mill Creek and Mine Hill .....	4.09	4.09	264,000	Branches .....	3.60	3.60	.....
Extension Branch .....	12.70	12.70	5,892,662	5. Cumberland and Pennsylvania .....	25.00	25.00	1,254,992
49. McKean and Elk .....	26.20	.....	.....	Branches .....	2.50	2.50	.....
50. Mine Hill and Schuylkill Haven .....	24.50	24.50	2,000,000	6. Eastern Shore .....	31.60	6.50	76,606
Extension and Branches .....	105.50	105.50	930,000	7. George's Creek .....	21.00	21.00	660,000
51. Mount Carbon .....	1.26	1.26	1,767,809	8. Maryland and Delaware .....	40.00	.....	.....
Branches .....	6.50	6.50	15,000,000	9. Metropolitan .....	41.00	.....	.....
52. Mount Carbon and Port Carbon .....	2.50	2.50	25,528,164	10. Northern Central (102 miles in Pa.)	142.00	142.00	8,409,577
Branches .....	6.33	6.33	603,882	11. Western Maryland .....	80.00	40.00	816,000
53. Nesquehoning Valley .....	13.10	.....	7,724,349	Sundry Coal Roads not otherwise ac-	.....	.....	.....
54. Newcastle and Beaver Valley .....	13.20	13.20	.....	counted for—say: .....	60.00	60.00	1,250,000
55. North Lebanon .....	7.52	7.52	.....	Total attributed to Maryland .....	974.40	748.30	\$43,438,448
Branches .....	0.68	0.68	2,428,787	Deduct parts of roads in other States ..	343.00	343.00	21,009,661
56. North Pennsylvania .....	55.26	55.26	.....	.....	631.40	405.30	4,570,712
Doylestown Branch .....	10.08	10.08	.....	Add parts of roads attributed to other St's.	78.50	62.50	.....
Shimersville Branch .....	1.81	1.81	.....	.....	709.90	467.80	\$25,580,373
57. Pennsylvania .....	249.99	249.99	.....	Actual total in Maryland .....	.....	.....	.....
Holidaysburg Branch .....	9.08	9.08	.....	12. WEST VIRGINIA.	.....	.....	.....
Indiana Branch .....	18.99	18.99	.....	1. Northwestern Virginia .....	103.50	103.50	\$5,683,753
Philadelphia Division .....	81.14	81.14	.....	Add parts of road attrib'd to other St's viz:	.....	.....	.....
58. Pennsylvania Coal .....	47.00	47.00	.....	Baltimore and Ohio .....	241.00	241.00	15,425,788
Extension etc. ....	7.00	7.00	.....	Hempfield .....	9.00	9.00	437,918
59. Philadelphia and Baltimore Central ..	79.00	31.00	.....	Pittsburg and Steubenville .....	8.00	8.00	479,273
60. Phila. Germantown and Norristown ..	17.06	17.06	.....	Actual total in West Virginia .....	361.50	361.50	\$16,342,979
Germantown Branches .....	3.14	3.14	.....	.....	.....	.....	.....
Other Branches .....	4.00	4.00	.....	.....	.....	.....	.....
61. Philadelphia (Sunbury) and Erie .....	288.70	263.70	.....	.....	.....	.....	.....
62. Philadelphia and Reading .....	95.00	95.00	.....	.....	.....	.....	.....
Lebanon Valley Line .....	54.00	54.00	.....	.....	.....	.....	.....
Richmond Branch .....	5.50	5.50	.....	.....	.....	.....	.....
63. Philadelphia and Trenton .....	28.20	28.20	.....	.....	.....	.....	.....
64. Philadelphia, Wilmington and Balti-	96.00	96.00	.....	.....	.....	.....	.....
more (56 m. in Md. and 23 m. in Del.)	.....	.....	.....	.....	.....	.....	.....
Port Deposit Branch .....	6.00	.....	.....	.....	.....	.....	.....



Corporate Titles of Companies.	Mileage Total Completed.	Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage Total Completed.	Cost of Road and Equipm't.
<b>13. KENTUCKY.</b>					
1. Bardstown Branch .....	16.50	16.50	21. Dayton and Michigan .....	144.00	144.00
2. Breckenridge (Coal) .....	8.50	8.50	22. Dayton and Western .....	38.80	38.80
3. Covington and Lexington .....	80.00	80.00	23. Dayton, Xenia and Belpre .....	63.00	16.20
4. Henderson and Nashville .....	96.00	.....	24. Eaton and Hamilton .....	45.10	45.10
5. Lexington and Big Sandy .....	133.00	21.00	25. Four Mile Valley .....	34.00	.....
6. Lexington and Southern Kentucky .....	35.00	13.00	26. Fremont, Lima and Union .....	118.00	40.00
7. Lexington and Frankfort .....	29.00	29.00	27. Greenville and Miami .....	32.00	32.00
8. Louisville and Frankfort .....	65.10	65.10	28. Iron .....	56.00	13.00
9. Louisville and Nashville (45 m. in Tenn.) .....	185.00	185.00	29. Little Miami .....	83.40	83.40
Memphis Branch .....	31.70	31.70	30. Marietta and Cincinnati .....	182.80	182.80
Lebanon Branch .....	37.60	37.60	Hillsboro' Branch .....	21.60	21.60
10. Maysville and Lexington .....	89.00	18.80	Dayton and Eastern Branch .....	42.00	.....
11. Mobile and Ohio in Kentucky .....	58.50	20.50	31. Ohio & Mississippi (172 m. in Ind.) .....	192.80	192.80
12. New Orleans and Ohio (Paducah B'ch) .....	56.00	56.00	32. Ohio Valley (Cin. & Portsmouth) .....	120.00	.....
18. Portland and Louisville (Horse) .....	5.00	5.00	33. Pittsburg, Columbus and Cincinnati .....	117.80	117.80
			Cadiz Branch .....	8.00	8.00
Total attributed to Kentucky .....	925.90	587.70	34. Pittsburg, Maysville and Cincinnati .....	225.00	.....
Deduct parts of roads in Tennessee .....	45.00	45.00	35. Sandusky, Dayton and Cincinnati .....	154.00	154.00
			Findlay Branch .....	16.00	16.00
	880.90	542.70	36. Sandusky, Mansfield and Newark .....	116.00	116.00
Add parts of roads attrib'd to Tennessee .....	7.50	7.50	Huron Branch .....	10.00	10.00
			37. Scioto and Hocking Valley .....	130.00	55.60
Actual total in Kentucky .....	888.40	550.20	38. Springfield and Columbus .....	19.50	19.50
			39. Tiffin and Fort Wayne .....	102.70	.....
			40. Toledo and Wabash .....	242.40	242.40
<b>14. MICHIGAN.</b>					
1. Amboy, Lansing and Traverse Bay .....	192.00	30.00	Total attributed to Ohio .....	4,594.01	3,384.38
2. Bay de Noquet and Marquette .....	77.00	20.60	Deduct parts of roads in other States ..	407.82	391.55
3. Chicago, Detroit & Canada G. Junc. ..	59.00	59.00			
4. Detroit and Milwaukee .....	188.90	188.90		4,186.19	2,992.83
5. Detroit, Monroe and Toledo .....	51.00	51.00	Add parts of roads attributed to other St's ..	383.91	363.91
6. Flint and Fentonville .....	17.00	.....			
7. Flint and Holly .....	.....	.....	Actual total in Ohio .....	4,550.10	3,356.74
8. Flint and Pere Marquette .....	173.00	35.00			
9. Grand Rapids and Indiana .....	183.00	.....	<b>16. INDIANA.</b>		
10. Marquette and Ontonagon .....	70.00	.....	1. Chicago and Great Eastern .....	110.00	61.00
11. Michigan Central (52 m. in Ind. & 13 miles in Ill.) .....	284.80	284.80	2. Cincinnati and Chicago .....	108.00	108.00
12. Michigan Southern and Northern Indiana (101 m. in Ind. and 12 m. in Ill.) ..	246.00	246.00	3. Cincinnati, Peru and Chicago .....	102.00	29.00
Erie & Kalamazoo (12 m. in Ohio) ..	30.00	30.00	4. Evansville and Crawfordsville .....	109.00	109.00
Goshen Air Line (63.60 m. in Ohio) ..	123.60	123.60	Rockville Extension .....	23.00	23.00
Det., Monroe & Tol. Junc. in Ohio) ..	7.00	7.00	5. Evansville, Indianapolis & Cleveland ..	155.00	.....
Jackson Branch .....	42.00	42.00	6. Indiana Central .....	72.40	72.40
St. Joseph Valley Line .....	8.00	8.00	7. Indiana and Illinois Central .....	70.00	.....
Constantine Branch .....	4.00	4.00	8. Indianapolis and Cincinnati .....	89.80	89.80
Goshen Branch (in Ind.) .....	10.00	10.00	Cincinnati Exten'n (17½ m. in Ohio) ..	20.00	20.00
Michigan City Branch (in Ind.) ..	14.00	14.00	9. Indianapolis and Madison .....	86.00	86.00
13. Port Huron and Milwaukee .....	89.80	.....	Martinsville Branch .....	26.00	26.00
			Shelbyville Branch .....	23.00	23.00
Total attributed to Michigan .....	1,870.10	1,153.80	10. Indianapolis, Pittsburg and Cleveland ..	82.87	82.87
Deduct parts of roads in other States ..	344.60	344.60	11. Jeffersonville .....	78.00	78.00
			New Albany Extension .....	4.50	4.50
Actual total in Michigan .....	1,425.50	809.20	12. Joliet and N. Indiana (30 m. in Ill.) ..	45.00	45.00
			13. Knightstown and Shelbyville .....	27.00	27.00
<b>15. OHIO.</b>			14. Lafayette and Indianapolis .....	64.00	64.00
1. Ashtabula and New Lisbon .....	84.62	.....	15. Lake Erie and Pacific .....	60.00	.....
2. Atlantic and Great Western .....	242.00	242.00	16. Louisville, New Albany and Chicago ..	288.00	288.00
3. Bellefontaine and Indiana .....	118.23	118.23	17. Peru and Indianapolis .....	74.00	74.00
4. Carrollton Branch .....	11.50	11.50	18. Rushville and Shelbyville .....	20.00	20.00
5. Central Ohio .....	137.00	137.00	19. Shelbyville Lateral .....	16.00	16.00
6. Cincinnati, Hamilton and Dayton .....	60.30	60.30	20. Terre Haute and Richmond .....	73.00	73.00
7. Cincinnati and Indiana .....	20.00	20.00	21. Toledo, Logansport and Burlington ..	49.00	49.00
8. Cin. & Indianap. Junc. (22.33 m. in Ind.) ..	99.10	42.00	22. Union Track and Depot .....	3.50	3.50
9. Cincinnati, Wilmington & Zanesville ..	162.80	132.80			
10. Cleveland, Columbus and Cincinnati ..	135.41	135.41	Total attributed to Indiana .....	1,878.07	1,472.07
Delaware Curve .....	5.79	5.79	Deduct parts of roads in other States ..	47.50	47.50
Springfield and Mt. Vernon Line ..	49.80	49.80			
11. Cleveland & Mahoning (Atl. & Gt. W't'n) ..	85.00	68.50		1,830.57	1,424.57
12. Cleveland, Painesville and Ashtabula (25.50 m. in Pa.) .....	95.40	95.40	Add parts of roads attrib'd to other St's ..	749.00	749.00
Branch at Erie City (Pa.) .....	1.20	1.20			
13. Cleveland and Pittsburg .....	101.00	101.00	Actual total in Indiana .....	2,579.57	2,173.57
Tuscarawas Extension .....	32.00	32.00			
Hanover Branch .....	1.50	1.50	<b>17. ILLINOIS.</b>		
Beaver Extension (14.95 m. in Pa.) ..	22.00	22.00	1. Chicago and Alton .....	220.00	220.00
Wheeling Extension .....	47.00	47.00	Chicago Extension .....	20.00	20.00
14. Cleveland and Toledo .....	112.50	112.50	2. Chicago, Burlington and Quincy .....	188.00	138.00
Northern Division .....	61.50	51.50	Lewiston Branch .....	30.00	30.00
15. Cleveland, Zanesville and Cincinnati ..	114.10	61.39	3. Chicago & Milwaukee (40 m. in Wisc.) ..	85.00	85.00
16. Clinton Line .....	53.80	.....	4. Chicago & N. Western (177 m. in Wisc.) ..	243.00	243.00
17. Clinton Line Extension .....	94.30	.....	5. Chicago & Rock Island .....	181.80	181.80
18. Columbus and Indianapolis .....	103.00	103.00	6. Fox River Valley .....	32.20	32.20
Covington and Richmond Branch .....	20.00	20.00	7. Galena and Chicago Union .....	121.00	121.00
19. Columbus and Xenia .....	54.56	54.56	Fulton and Iowa Line .....	105.50	105.50
20. Dayton and Cincinnati (Tunnel) .....	53.20	.....	Fulton Extension .....	1.75	1.75
			Beloit Branch .....	21.00	21.00
			Elgin Branch .....	1.50	1.50
			St. Charles Air Line .....	10.50	10.50

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equip'm't.	Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equip'm't.
8. Great Western .....	175.00	175.00	4,039,561	5. Dubuque, Marion and Western .....	90.00	54.00	1,250,000
Meredcisia Branch .....	7.00	7.00		6. Iowa Central Air Line .....	438.00	.....	488,000
9. Illinois Central .....	308.75	308.75	27,675,671	7. Keokuk, Ft. Des Moines & Minnesota .....	139.00	92.00	4,000,000
Chicago Branch .....	252.20	252.20		8. Keokuk, Mt. Pleasant and Muscatine .....	68.50	25.20	1,200,000
Galena Branch .....	146.50	146.50		9. Mahaska County .....	12.00	12.00	250,000
10. Illinois Coal .....	4.00	4.00	100,000	10. McGregor Western .....	165.00	40.00	1,000,000
11. Illinois and Indiana Central .....	74.50	.....	745,000	11. Mississippi and Missouri .....	312.00	169.00	8,000,000
12. Iowa and Southern Illinois .....	26.00	26.00	400,000	Muscatine and Oskaloosa Line .....	113.00	52.60	
13. Jacksonville, Peoria and Chicago .....	81.50	81.50	1,630,000	Actual total in Iowa .....	2,256.80	872.30	\$25,704,052
14. Joliet and Chicago .....	35.80	35.80	1,000,000				
15. Logansport, Peoria and Burlington .....	123.00	123.00	4,200,000	21. MISSOURI.			
16. Mound City .....	3.00	3.00	60,000	1. Cairo and Fulton .....	76.79	37.00	\$1,213,497
17. Northern Illinois .....	38.50	38.50	1,200,000	2. Chariton and Randolph .....	40.00	40.00	400,000
18. Ohio and Mississippi .....	148.00	148.00	4,870,586	3. Cameron and Kansas City .....	36.00	36.00	360,000
19. Peoria and Bureau Valley .....	46.60	46.60	2,106,000	4. Hannibal and St. Joseph .....	206.80	206.80	12,392,003
20. Peoria and Hannibal .....	129.00	.....	1,290,000	5. Missouri River Valley .....	.....	.....	.....
21. Peoria and Oquawka .....	94.00	94.00	5,400,000	6. North Missouri .....	236.75	168.80	6,903,762
22. Quincy and Chicago .....	100.00	100.00	1,978,555	7. Pacific of Missouri .....	282.00	196.00	11,825,287
23. Quincy and Toledo .....	34.00	34.00	1,000,000	South Western Branch .....	283.00	77.50	4,892,669
24. Rock Island Bridge .....	1.00	1.00	250,000	8. Platte County .....	150.40	52.00	2,000,000
25. Rock Island and Peoria .....	71.00	11.00	220,000	9. Quincy and Palmyra .....	10.50	10.50	250,000
26. St. Louis, Alton and Rock Island .....	120.00	.....	1,200,000	10. St. Louis and Iron Mountain .....	86.50	86.50	5,675,661
27. St. Louis, Alton and Terre Haute .....	168.50	168.50	10,400,000	Potosi Branch .....	3.65	3.65	
St. Louis Branch .....	25.00	25.00		Actual total in Missouri .....	1,412.39	914.75	\$45,912,879
Belleville Branch .....	14.80	14.80					
28. St. Louis, Jacksonville and Chicago .....	185.00	20.00	1,000,000	22. KANSAS.			
29. Sterling and Rock Island .....	52.00	52.00	1,040,000	1. Union Pacific—Eastern Division .....	360.00	40.00	\$1,000,000
30. Syracuse and Cortland .....	5.00	5.00	75,000				
31. Warsaw and Peoria .....	83.30	13.00	500,000	23. CALIFORNIA.			
Total attributed to Illinois .....	3,764.20	3,145.40	\$122,639,947	1. California (Pacific) Central .....	43.80	43.80	\$2,000,000
Deduct parts of road in other States .....	217.00	217.00	9,341,797	2. California Northern .....	186.00	.....	.....
	3,547.20	2,928.40	\$113,294,150	3. Placerville and Sacramento City .....	28.68	.....	.....
Add parts of roads attrib'd to other St's .....	151.75	151.70	5,011,422	4. Sacramento Valley .....	22.50	22.50	1,750,000
Actual total in Illinois .....	3,698.90	3,080.10	\$118,308,572	5. San Francisco and Sacramento City .....	58.00	.....	580,000
				6. San Francisco and San Jose .....	50.00	50.00	1,250,000
18. WISCONSIN.				7. Western Pacific .....	120.00	.....	.....
1. Beloit and Madison .....	47.00	47.00	\$1,000,000	8. Las Mariposas (Fremont's) .....	3.75	3.75	200,000
2. Fox Lake .....	2.08	2.08	15,000	Actual total in California .....	512.73	120.05	\$5,780,000
3. Kenosha, Rockford and Rock Island .....	74.00	74.00	2,500,000				
(45.7 miles in Ill.) .....	74.00	74.00	2,500,000	24. OREGON.			
4. La Crosse and Milwaukee, E. Division .....	95.00	95.00	3,000,000	1. Cascade Transit .....	6.00	6.00	\$200,000
5. La Crosse, Viroqua and Mineral Point .....	90.00	.....	.....	2. Dallas and Deschuttes .....	13.50	13.50	500,000
6. Manitowoc and Mississippi .....	220.00	7.50	500,000	Actual total in Oregon .....	19.50	19.50	\$700,000
7. Milwaukee and Beloit .....	43.00	.....	435,000				
8. Milwaukee and Prairie du Chien .....	191.90	191.90	7,500,000	25. VIRGINIA.			
Janesville Branch .....	8.70	8.70		1. Alexandria, Loudoun and Hampshire .....	160.00	41.51	\$1,533,038
Southern Line .....	33.80	33.80		2. Alexandria and Washington .....	6.00	6.00	120,000
9. Milwaukee and St. Paul .....	105.00	105.00	8,144,138	3. Blue Ridge (State road) .....	16.81	16.81	1,604,761
Columbus to Portage .....	28.00	.....		4. Clover Hill (coal) .....	18.50	18.50	185,000
Milwaukee and Western .....	71.00	71.00		5. Covington and Ohio .....	224.00	.....	1,905,644
Milwaukee and Horicon .....	42.00	42.00		6. Fredericksburg and Gordonsville .....	45.00	.....	221,572
Ripon and Wolf River .....	16.00	16.00		7. Manassas Gap .....	139.30	77.77	3,153,228
10. Mineral Point .....	32.00	32.00	1,000,000	Port Royal Branch .....	1.00	1.00	
11. Racine and Mississippi (35 m. in Ill.) .....	104.00	104.00	3,802,016	Gainesville Branch .....	7.36	7.96	
12. St. Croix and Lake Superior .....	242.00	.....		Harper's Ferry Branch .....	44.12	.....	
13. Sheboygan and Fond du Lac .....	63.00	20.00	457,292	8. Norfolk and Petersburg .....	80.00	80.00	2,129,029
14. Sugar River Valley .....	35.50	.....		9. Orange and Alexandria .....	88.30	88.30	6,421,798
Total attributed to Wisconsin .....	1,543.98	849.98	\$28,353,436	Warrenton Branch .....	8.90	8.90	
Deduct parts of roads in other States .....	80.70	80.70	3,250,000	Lynchburg Extension .....	59.50	59.50	
	1,463.28	769.28	\$25,103,436	10. Petersburg (8.22 miles in N. Carolina) .....	62.00	62.00	1,259,854
Add parts of road attrib'd to other States .....	217.00	217.00	9,341,797	Gaston Branch (8.97 m. in N. C.) .....	18.00	18.00	
Actual total in Wisconsin .....	1,680.28	986.28	\$34,445,233	11. Richmond and Danville .....	140.50	140.50	3,726,037
				Midlothian Branch .....	1.14	1.14	
19. MINNESOTA.				Manchester Branch .....	1.55	1.55	
1. Minneapolis, Faribault & Cedar Valley .....	112.00	.....	\$1,000,000	12. Richmond, Frederick and Potomac .....	75.00	75.00	1,985,579
2. Minnesota Southern .....	180.00	10.00	500,000	Springfield Branch .....	3.50	3.50	
3. Root River Valley .....	79.00	.....	200,000	13. Richmond and Petersburg .....	22.14	22.14	1,222,523
4. St. Paul and Duluth .....	171.00	.....		Port Walthall Branch .....	2.75	2.75	
5. St. Paul and Pacific .....	222.00	30.00	2,000,000	14. Richmond and York River .....	38.30	23.66	725,394
Pembina Branch .....	400.00	.....		15. Roanoke Valley (13.88 m. in N. Car.) .....	22.00	22.00	476,612
6. St. Paul and Winona .....	.....	.....		16. Seaboard & Roanoke (16.77 m. in N. C.) .....	80.00	80.00	1,469,246
7. Winona and St. Peter .....	268.00	30.00	1,500,000	17. South Side (Petersburg & Lynchburg) .....	123.00	123.00	4,239,537
8. Winona and La Crosse .....	28.00	.....		City Point Branch .....	9.00	9.00	
Actual total in Minnesota .....	1,460.00	70.00	\$5,290,000	18. Virginia Central .....	189.19	189.19	5,493,950
				19. Virginia and Kentucky .....	130.00	.....	105,601
20. IOWA.				20. Virginia and Tennessee .....	204.24	204.24	7,480,835
1. Burlington and Missouri .....	276.50	75.50	\$1,514,257	Salt Works Branch .....	9.42	9.42	
2. Cedar Rapids and Missouri .....	240.00	69.00	2,100,000	Other Branches .....	1.20	1.20	
3. Chicago, Iowa and Nebraska .....	82.00	82.00	2,800,000	21. Winchester and Potomac .....	32.00	32.00	575,830
4. Dubuque and Sioux City .....	320.00	101.00	3,151,795	Total attributed to Virginia .....	2,064.32	1,426.54	\$45,985,068
				Deduct parts of roads in other States .....	47.84	47.84	883,219
				Actual total in Virginia .....	2,016.48	1,378.70	\$45,101,849



Corporate Titles of Companies.	Mileage Total Completed.	Cost of Road and Equip'm't.	Corporate Titles of Companies.	Mileage Total Completed.	Cost of Road and Equip'm't.
<b>26. NORTH CAROLINA.</b>			<b>30. GEORGIA.</b>		
1. Atlantic and North Carolina .....	94.92	94.92	1. Atlanta and West Point .....	86.74	86.74
2. North Carolina .....	223.00	223.00	2. Augusta and Savannah .....	53.00	53.00
3. Raleigh and Gaston .....	97.00	97.00	3. Barnesville and Thomaston .....	16.00	16.00
4. Western (coal) .....	41.50	41.50	4. Brunswick and Florida .....	67.20	43.50
5. Western North Carolina .....	273.12	81.00	5. Central of Georgia .....	190.72	190.72
Newton Branch .....	3.00	3.00	6. Etowah .....	8.87	8.87
6. Wilmington, Charlotte & Rutherford'n ..	262.00	112.00	7. Georgia .....	171.00	171.00
in S. Carolina .....	161.50	161.50	Athens Branch .....	39.00	39.00
7. Wilmington and Manchester (99 miles			Warrenton Branch .....	4.00	4.00
in S. Carolina) .....	161.50	161.50	Washington Branch .....	18.00	18.00
8. Wilmington and Weldon .....	161.50	161.50	8. Macon and Brunswick .....	174.00	37.50
Tarboro' Branch .....	15.00	15.00	9. Macon and Western .....	102.00	102.00
9. Piedmont (Greensboro' to Danville) ..			10. Main Trunk (Atlantic and Gulf) .....	163.50	109.69
Total attributed to North Carolina ..	1,332.54	990.42	11. Milledgeville and Eatonton .....	22.00	22.00
Deduct parts of road in other States ..	99.00	99.00	12. Milledgeville and Gordon .....	17.00	17.00
	1,233.54	891.42	13. Muscogee .....	50.00	50.00
Add parts of road attributed to other St's	86.88	53.88	14. Rome and Kingston .....	20.00	20.00
			15. Savannah, Albany and Gulf .....	68.13	68.13
Actual total in North Carolina .....	1,320.42	945.30	16. South Western .....	106.10	106.10
<b>27. SOUTH CAROLINA.</b>			Butler Branch .....	22.00	22.00
1. Blue Ridge .....	53.50	31.50	Eufala Branch .....	59.08	59.08
Branch .....	1.50	1.50	Fort Gaines Branch .....	21.89	21.89
2. Charleston & Savannah (15 m. in Ga.)	103.32	103.32	17. Western and Atlantic (13 m. in Tenn.)	130.00	138.00
3. Charlotte and South Carolina (6.04 m.			Total attributed to Georgia .....	1,618.23	1,404.22
in North Carolina) .....	109.60	109.60	Deduct parts of road in other States ..	13.00	13.00
4. Cheraw and Darlington .....	40.30	40.30			
5. Cheraw and Coal Fields (33 m. in N.C.)	57.00		Add parts of road attrib'd to other States	30.00	30.06
6. Greenville and Columbia .....	143.25	143.25	Actual total in Georgia .....	1,635.23	1,421.22
Abbeville Branch .....	11.50	11.50			
Anderson Branch .....	9.50	9.50	<b>31. FLORIDA.</b>		
7. King's Mountain .....	22.50	22.50	1. Florida .....	154.20	154.20
8. Laurens .....	32.00	32.00	2. Florida and Alabama .....	45.10	45.10
9. North Eastern .....	102.00	102.00	3. Florida, Atlantic and Gulf Central ..	59.30	59.30
10. South Carolina .....	136.00	136.00	4. Pensacola and Georgia .....	297.00	112.00
Columbia Branch .....	68.00	68.00	Monticello Branch .....	3.90	3.90
Camden Branch .....	38.00	38.00	5. Perdido and Junction .....	6.00	6.00
11. Spartanburg and Union .....	67.00	40.00	6. Tallahassee .....	21.00	21.00
Total attributed to South Carolina ..	994.97	910.97	Actual total in Florida .....	586.50	401.50
Deduct parts of road in other States ..	54.04	21.04			
	940.33	889.93	<b>32. LOUISIANA.</b>		
Add parts of roads attributed to other St's	99.00	99.00	1. Baton-Rouge, Gross-Tete & Opelousas.	46.00	17.00
Actual total in South Carolina .....	1,039.93	988.93	2. Clinton and Port Hudson .....	22.00	22.00
<b>28. ALABAMA.</b>			3. Mexican Gulf .....	27.00	27.00
1. Alabama and Florida .....	115.60	115.60	4. Milnburg and Lake Pontchartrain ..	6.00	6.00
2. Alabama and Tennessee Rivers .....	167.40	109.80	5. New Orleans and Carrollton .....	6.50	6.50
3. Alabama and Mississippi .....	88.30	88.30	Branches .....	8.50	8.50
4. Marion and Cahawba .....	14.00	14.00	6. N. Orleans, Opelousas and Gt. Western.	258.00	80.00
5. Mobile and Girard .....	228.30	57.30	Houston Line .....	161.00	
6. Mobile and Great Northern .....	67.30	49.16	7. New Orleans, Jackson and Great North-		
7. Mobile and Ohio (in Alabama) .....	63.00	63.00	ern (118 miles in Miss.) .....	411.00	207.00
8. Montgomery and West Point .....	83.50	88.50	8. Vicksburg, Shreveport and Texas ..	189.00	53.75
Opelika Branch .....	28.40	28.40	9. West Feliciana .....	26.00	26.00
9. North East and South West .....	209.50		Total attributed to Louisiana .....	1,161.00	452.75
10. Selma and Gulf .....	58.80		Deduct part of road in Mississippi .....	323.00	118.00
11. Tennessee and Alabama Central .....	26.10	26.10	Actual total in Louisiana .....	838.00	334.75
12. Tennessee and Coosa .....	36.50				
13. Wills' Valley .....	82.00		<b>33. TEXAS.</b>		
Total attributed to Alabama .....	1,273.70	640.16	1. Buffalo Bayou, Brazos and Colorado ..	160.00	32.00
Add part of road attributed to Tennessee	161.00	161.00	2. Eastern Texas .....	140.00	21.00
Actual total in Alabama .....	1,434.70	891.16	3. Galveston, Houston and Henderson ..	240.00	72.00
<b>29. MISSISSIPPI.</b>			4. Houston and New Orleans .....	96.00	96.00
1. Grand Gulf and Port Gibson .....	8.00	8.00	5. Houston Tap and Brazoria .....	80.00	80.00
2. Mississippi Central (47.40 m. in Tenn.)	236.00	236.00	6. Houston and Texas Central .....	356.00	78.00
3. Mississippi and Tenn. (9.78 m. in Tenn.)	99.20	99.20	Austin Branch .....	120.00	20.00
4. Mobile and Ohio (in Mississippi) .....	270.00		7. Memphis, El Paso and Pacific .....	225.00	
Columbus Branch .....	14.50	14.50	8. Sabine and Rio Grande .....	452.00	
5. Raymond .....	7.00	7.00	9. San Antonio and Mexican Gulf .....	135.00	25.00
6. Southern Mississippi .....	143.60	143.60	10. Southern Pacific .....	783.00	27.50
Total attributed to Mississippi .....	778.30	778.30	Actual total in Texas .....	2,787.00	451.50
Deduct parts of road in other States ..	57.18	57.18			
	721.12	721.12	<b>34. ARKANSAS.</b>		
Add parts of road attributed to other Sts.	351.00	146.00	1. Cairo and Fulton .....	301.00	
Actual total in Mississippi .....	1,072.12	867.12	2. Little Rock and Fort Smith .....	155.00	
			3. Little Rock and Napoleon .....	99.83	
			4. Memphis and Little Rock .....	146.00	38.50
			Actual total in Arkansas .....	701.83	38.50

Corporate Titles of Companies.	Mileage Total Completed.	Cost of Road and Equipm't.
<b>35. TENNESSEE.</b>		
1. Central Southern.....	47.58	\$1,079,572
2. Cleveland and Chattanooga.....	30.00	867,210
3. East Tennessee and Georgia.....	110.80	3,637,367
4. East Tennessee and Virginia.....	130.28	2,866,297
5. Edgefield and Kentucky.....	46.70	1,289,771
6. Knoxville and Kentucky.....	63.00	630,000
7. Memphis and Charleston (28 miles in Miss. and 157 miles in Ala.).....	271.56	271.56
Somerville Branch.....	15.40	15.40
Florence Branch (in Ala.).....	4.00	4.00
8. Memphis and Ohio.....	130.60	2,612,019
9. Memphis, Clarksville and Louisville.....	56.80	1,592,518
10. McMinnville and Manchester.....	34.20	590,623
11. Mobile and Ohio (in Tennessee).....	118.50	2,957,599
12. Nashville and Chattanooga.....	149.75	3,682,882
Shelbyville Branch.....	9.00	9.00
13. Nashv. and N. Western (7.5 m. in Ky.).....	175.00	5,269,879
14. Rogersville and Jefferson.....	14.00	140,000
15. Tennessee and Alabama.....	57.52	1,185,053
16. Winchester and Alabama.....	38.12	629,662
Total attributed to Tennessee.....	1,502.81	1,414.10
Deduct parts of road in other States.....	211.51	211.51
	1,291.30	1,202.59
Add parts of road attributed to other St's.....	102.18	102.18
	1,393.48	1,304.77
Actual total in Tennessee.....	1,393.48	\$33,545,511

## INTEREST AND DIVIDENDS.

The Cleveland, Painesville and Ashtabula (Lake Shore) Road has declared a cash dividend of 5 per cent, and a scrip dividend of 11 per cent, payable 2d of January; and the Cleveland Columbus and Cincinnati Road a cash dividend of 5 per cent., and a scrip dividend of 20 per cent., payable 1st of February. These scrip dividends represent the surplus of previous years, invested in the permanent property of the roads. In the case of the Cleveland, Columbus and Cincinnati, the scrip of 20 per cent. raises the capital to the limit of the charter of \$6,000,000.

The Dubuque and Sioux City Railroad Company have declared a semi-annual dividend of 3½ per cent on the preferred stock payable to the Eastern Stockholders at the Banking House of Messrs. Schuchardt & Gebhard, No. 21 Nassau-st. New York. and to the Dubuque Stockholders, only at the Treasurer's office in Dubuque.

A dividend of 2½ per cent. on the preferred stock of the Elmira and Williamsport Railroad Company will be paid at the office of the Pennsylvania Railroad Company Philadelphia, on and after January 2, 1864.

The Metropolitan Railroad has declared a dividend of 3 per cent. free of Government tax, payable Jan. 6 to stockholders of 30th ult.

The New Bedford and Taunton Railroad Company have declared a dividend of 3 per cent. payable Jan. 2.

The Salem and South Danvers Railroad Company an interest dividend of 6 per cent to Nov. 1.

The Terre Haute and Richmond Railroad Company will pay, 2d January, at the office of the Farmers' Loan and Trust Company, a dividend of 7 per cent., free of tax.

The coupons on the first mortgage bonds of the Dubuque and Sioux City Railroad Company due Jan. 1, will be paid at the office of Schuchardt & Gebhard, 21 Nassau-st.

The Worcester and Nashua Railroad Company have declared a dividend of \$1.50 per share, payable Jan. 1.

The July coupon of the first Mortgage Bonds (extended) of the Northern Railroad, New York, will be paid, less Government tax, Jan. 1, at 53 Washington street Boston.

The coupons on the Bonds of the State of Missouri, issued to the Hannibal and St. Joseph Railroad Company, which mature January 1, will be paid at the Bank of Commerce in this City.

George T. M. Davis, No 47 Exchange place, will pay on and after the 1st of January, interest of the First Mortgage Bonds of the St. Paul and Pacific Railroad Company. The Government tax is paid by the Company.

The coupons of the Evansville and Crawfordsville Railroad Company (formerly the Evansville and Illinois Railroad Co.) due on the 1st January, 1864, will be paid at the office of the Farmers' Loan and Trust Company 56 Wall st.

The Paterson and Ramapo Railroad Company will pay, 2d January, a dividend of 3½ per cent., at the office of Stimson, Fronk & Co. 44 Exchange Place; and the Paterson and Hudson River Railroad Company will pay, 2d January a dividend of 4½ per cent., at the same office.

The Brooklyn City and Newton Company will pay, 2d January, the interest coupons of their mortgage bonds.

Coupons of the first mortgage bonds of the Joliet and Chicago Railroad Company, due January 1, 1864, and coupons of the first mortgage preferred bonds of the Dubuque and South-western Railroad Company, due January 1, 1864, will be paid by M. K. Jesup & Co., No. 59 Exchange Place, on and after January 2, 1864, less the Government tax of 3 per cent.

The coupons on the bonds of the Chicago and Alton Railroad Company, due Jan. 1, will be paid by G. S. Robbins & Son, 54 William street.

Interest on bonds of the Grand Rapids and Indiana Railroad, due January 1, 1864, payable in New York, will be paid in current funds, at the office of King, Sutton & Co., 62 William street.

The coupons of the income bonds of the Mississippi and Missouri Railroad Company, due Jan. 1,

## RECAPITULATION

Showing the actual mileage and cost of the railroads in the Loyal States and the States in rebellion respectively at the commencement of 1864:

	Mileage.		Cost of Road and Equipm't.
	Total.	Completed.	
Loyal States.....	34,807.04	24,926.93	\$1,025,115,742
Rebel States.....	14,825.19	8,933.45	240,836,473
Grand Total 1st January, 1864.....	49,632.23	33,860.38	\$1,265,952,215
"    "    "    "    1863.....	49,136.48	32,470.95	1,224,221,671
Increase during year.....	495.75	1,389.43	\$41,730,544

## PROGRESS OF RAILROADS.

A table showing the mileage of railroads in operation near the 1st January yearly.

Years.	Miles.	Years.	Miles.	Years.	Miles.	Years.	Miles.
1826.....	3	1836.....	1,102	1846.....	4,870	1856.....	19,251
1827.....	3	1837.....	1,421	1847.....	5,336	1857.....	22,625
1828.....	3	1838.....	1,843	1848.....	6,682	1858.....	25,090
1829.....	28	1839.....	1,920	1849.....	6,350	1859.....	26,755
1830.....	41	1840.....	2,197	1850.....	7,475	1860.....	28,771
1831.....	54	1841.....	3,319	1851.....	8,589	1861.....	30,593
1832.....	131	1842.....	3,877	1852.....	11,027	1862.....	31,769
1833.....	576	1843.....	4,174	1853.....	13,497	1863.....	32,471
1834.....	762	1844.....	4,311	1854.....	15,672	1864.....	33,860
1835.....	918	1845.....	4,522	1855.....	17,398		

1864, will be paid, on presentation at the Corn Exchange Bank.

The coupons of the first mortgage bonds, series A, of the St. Louis, Alton and Terre Haute Railroad Co., due Jan. 1, will be paid at the Bank of North America.

The coupons of the Cleveland and Pittsburgh Railroad Company will, after Jan. 1, 1864, be paid at the Ocean Bank in this city.

The coupons of the first mortgage bonds of the Allegheny Valley Railroad Company, due January 1st, 1864, will be paid to the bondholders residing in Philadelphia, on presentation at the office, 809 Walnut street.

The Athens County, Ohio, coupons, due 1st prox., will be paid less 3 per cent. Government tax, by William Hoge & Co., No. 58 Wall-st.

The interest on the bonds issued by the State of Michigan, due in New York on the 1st day of January, 1864, will be paid at the Metropolitan Bank in that City.

The interest due on the Mortgage Bonds of the Western Maryland Railroad Company will be paid at the banking house of Wainwright & Co., Baltimore.

The interest due 1st January on the bonds of the city of Portsmouth, Ohio, and on the bonds of the county of Scioto Ohio will be paid by Thompson Brothers, 2 Wall street.

The interest coupons on the bonds of Belmont County, Ohio, due January 1, and the bonds of said county maturing at the same time, will be paid on presentation at the Nassau Bank.

The coupons of the eight per cent loan of the State of Minnesota, due Jan. 1, will be paid at the office of M. P. Myers & Co., No. 6 Broad street.

The holders of the Dayton and Michigan Railroad Company's Mortgage Bonds, are notified that the interest coupons falling due on the first day of January, 1864, and signed Preserved Smith, Secretary, will be paid at the Bank of America, and the coupons of said mortgage bonds maturing on the first day of January, 1864, and signed J. G. Telford, President, will be paid on presentation at the office of Winslow, Lanier & Co.



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Buffalo, New York and Erie:</b>													
1861.....	36,633	37,426	49,194	58,881	56,174	45,908	46,417	43,516	51,212	73,432	79,409	73,783	657,070
1862.....	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,545
<b>Chicago, Burlington and Quincy:</b>													
1860.....	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,568	117,607	2,075,309
1861.....	149,068	115,525	158,007	131,814	169,100	149,186	169,406	188,478	224,226	226,009	210,494	179,825	2,070,998
1862.....	187,772	110,054	151,170	159,056	182,685	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863.....	242,729	204,537	290,209	306,697	329,000	-----	-----	-----	-----	-----	-----	-----	-----
<b>Chicago and Alton:</b>													
1860.....	65,734	55,123	74,090	63,995	86,211	76,426	81,453	105,635	94,928	107,758	73,751	64,937	638,541
1861.....	61,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,404
1862.....	73,169	96,591	110,935	72,196	81,994	90,625	95,096	128,191	182,639	119,409	115,201	111,955	1,225,001
1863.....	96,306	107,443	106,818	127,205	140,107	154,617	162,226	167,966	188,939	185,591	-----	-----	-----
<b>Chicago and Rock Island:</b>													
1859.....	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	128,090	100,440	82,252	984,877
1860.....	72,834	66,708	77,408	89,170	104,272	100,403	82,896	139,049	184,500	145,839	92,873	75,467	1,181,003
1861.....	63,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,587	128,819	118,763	1,261,060
1862.....	120,776	90,607	76,676	76,459	102,363	138,373	119,947	117,086	146,268	161,508	138,796	135,695	1,423,438
1863.....	140,024	130,225	122,512	127,507	144,995	171,706	139,363	151,865	209,391	208,559	191,789	-----	-----
<b>Chicago and Northwestern:</b>													
1859.....	18,569	19,535	22,970	25,881	28,291	29,068	24,326	28,536	51,340	55,881	55,003	42,101	400,459
1860.....	32,192	33,408	46,346	48,919	62,392	46,985	39,600	49,571	80,819	108,787	74,381	53,554	675,754
1861.....	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	65,199	856,638
1862.....	46,605	49,103	59,249	54,725	84,706	104,515	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863.....	69,691	81,160	92,483	100,904	107,866	124,283	115,861	105,491	172,072	210,476	153,388	-----	-----
<b>Cleveland, Columbus and Cincinnati:</b>													
1859.....	73,072	72,739	91,520	80,026	82,835	83,307	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860.....	69,287	70,724	83,965	79,701	86,990	84,956	84,820	118,539	119,487	107,672	86,579	71,402	1,073,422
1861.....	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,536	120,793	135,056	140,661	104,016	1,261,060
1862.....	135,850	110,886	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863.....	166,687	152,435	155,000	185,000	-----	-----	-----	-----	-----	-----	-----	-----	-----
<b>Cleveland and Toledo:</b>													
1859.....	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	786,226
1860.....	78,170	67,210	86,290	76,032	65,907	55,086	50,386	66,573	84,603	94,406	82,467	80,400	889,499
1861.....	85,239	76,918	85,663	90,324	65,202	63,137	62,269	60,285	84,640	98,528	88,401	105,253	955,959
1862.....	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,234	164,876	1,167,544
1863.....	145,916	146,889	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	-----	-----	-----
<b>Erie:</b>													
1859.....	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1860.....	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	465,235	465,959	538,608	414,764	4,661,049
1861.....	354,000	345,000	433,311	457,161	393,409	398,409	319,955	477,642	600,124	587,242	661,448	412,723	5,385,424
1862.....	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1863.....	609,097	601,505	638,006	628,070	587,416	528,842	595,024	615,962	766,421	885,136	902,006	963,859	8,400,334
1863.....	835,453	829,734	946,041	935,453	838,867	700,868	721,889	678,959	814,828	955,371	1,026,065	-----	-----
<b>Galena and Chicago:</b>													
1859.....	62,421	66,943	92,921	83,708	122,008	110,656	88,527	119,280	208,808	195,934	123,907	89,344	1,309,441
1860.....	60,653	62,698	80,793	93,254	98,449	80,705	106,541	219,528	252,108	142,658	94,800	82,467	1,463,762
1861.....	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862.....	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863.....	132,517	121,161	129,226	136,601	172,343	212,946	143,517	109,794	267,529	284,808	219,886	-----	-----
<b>Hudson River:</b>													
1859.....	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860.....	212,714	209,422	161,047	134,606	129,996	140,860	160,560	167,220	180,000	193,951	169,549	220,370	2,076,822
1861.....	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862.....	207,330	281,568	308,963	292,346	192,442	151,427	169,769	193,442	212,118	239,911	270,683	403,571	2,922,970
1863.....	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	-----	-----
<b>Illinois Central:</b>													
1859.....	132,936	134,311	154,690	158,644	144,894	149,592	139,102	151,612	246,829	245,392	250,742	192,322	2,128,066
1860.....	185,926	185,926	209,994	183,758	219,890	188,060	193,531	248,971	259,643	321,059	245,163	225,196	2,664,548
1861.....	321,844	279,268	229,334	192,064	199,488	177,829	189,230	268,983	289,802	284,020	243,249	224,401	2,896,611
1862.....	190,130	236,637	181,084	206,246	269,282	261,079	352,786	414,543	410,336	372,589	359,463	344,827	3,446,827
1863.....	267,061	269,198	266,773	267,643	314,166	397,729	331,433	459,256	466,919	468,766	414,299	-----	-----
<b>La Crosse and Milwaukee:</b>													
1860.....	32,384	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,599	756,476
1861.....	58,898	45,689	62,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862.....	61,065	54,786	43,912	48,766	125,999	111,708	91,459	68,673	137,187	164,809	122,863	63,771	1,096,046
1863.....	73,063	66,686	56,171	107,764	147,499	-----	-----	-----	-----	-----	-----	-----	-----
<b>Milwaukee and Prairie du Chien:</b>													
1860.....	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,163,407
1862.....	83,903	62,907	47,010	61,759	130,218	144,916	108,721	76,163	109,661	164,369	122,272	61,585	1,163,734
1863.....	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	206,054	138,342	-----	-----
<b>Michigan Southern &amp; Northern Indiana:</b>													
1859.....	104,345	106,828	143,626	145,258	158,084	122,796	101,710	151,170	178,870	218,465	196,496	152,172	1,754,819
1860.....	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	238,851	273,722	203,492	134,972	2,068,896
1861.....	140,925	116,937	153,170	186,951	170,362	161,391	128,558	178,773	236,690	276,151	231,265	189,077	2,189,077
1862.....	163,152	153,728	157,500	183,120	200,826	181,983	180,915	226,819	276,109	326,818	305,284	279,639	2,647,833
1863.....	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,050	-----	-----
<b>Michigan Central:</b>													
1859.....	101,386	102,959	151,864	143,143	127,145	119,770	108,303	160,366	210,837	226,077	131,617	132,949	1,766,416
1860.....	110,712	107,749	166,741	158,510	123,085	128,398	103,540	251,423	300,474	300,474	196,182	129,022	2,025,142
1861.....	142,334	119,764	151,971	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,814
1862.....	230,159	15											

## AMERICAN RAILROAD BOND LIST.

(\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$200,000	7			1887		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Convert. (guar. by Dir.)	160,000	7			1883		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	8,000,000	7	"	"	1885	92½
2d Mortgage	226,705	8			1884		Bonds issued for coupons of do.	755,000	7	May & Nov.	"	1883	96
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	75
1st Mortgage	600,000	7	March & Sept.	New York.	1887		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Albany and West Stockbridge:							Green Bay Extension Bonds	300,000	7	"	"	1885	95
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'68-'70		Flag Trust Bonds	245,000	8	Jan. & July.	"		
Androscoquin and Kenebec:							Cincinnati, Hamilton and Dayton:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70	1st Mortgage	884,000	7	Jan. & July.	New York.	1887	110
\$1,100,000 Loan	804,600	6	"	or	1890	79	2d Mortgage	960,000	7	May & Nov.	"	1880	110
Stock, convert. (Coupon)	710,000	6	"	Waterv.	'63-'66		*Cincinnati, Wilm. and Zanesville:						
Atlantic and Great Western:							1st Mortgage	1,300,000	7	Jan. & July.	New York.	1889	
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77	2d Mortgage	574,000	7	Feb. & Aug.			
Ohio " 1st Mortgage	4,000,000	7	"	"	1875	97	3d Mortgage	153,000	7				
N. York " 1st Mortgage	1,000,000	7	"	"	1879	90	Income	250,500	7				
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7				
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	90	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1878	105
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'63-'70		2d Mortgage	244,200	7	March & Sept.		1864	100
Baltimore and Ohio:							3d Mortgage	658,200	8			1876	
Maryland Sterling Bds of 1883.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888		Clev. Painesville and Ashtabula:						
Mortgage Coupon " 1883.	2,500,000	6	April & Oct.	Baltimore.	1885	106½	1st Mortgage	228,000	7	Feb. & Aug.	New York.	1882	92½
" " " 1880.	700,000	6	Jan. & July.	"	1880	107	Special (Sunbury and Erie)	500,000	7	"	"	1878	121
" " " 1885.	1,128,500	6	Jan. & July.	"	1875	108	Dividend Mortgage	900,000	7			1880	
" " " 1884.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1897	104	Cleveland and Pittsburg:						
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	110½	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	102½
Bellefontaine and Indiana:							2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	1873	105
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1885	101½	3d Mort. (M. L.) or 2d Extension	1,168,000	7	"	"	1875	102
2d Mortgage	164,000	7	"	"	1870		4th Mort. (M. L.) or 3d Extension	1,059,025	6	"	"	1886	86½
Delaware:							River Line bonds	20,000	7			1887	
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Olev. Columbus and Cin.						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
3d Mortgage (do.)	559,500	6	Feb. & Aug.	"	1877		Cleveland and Toledo:						
Boston Concord and Montreal:							Junction 1st Mortgage 1st Div.	234,000	7	April & Oct.	New York.	1867	101½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½	Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	"	1872	101½
2d Mortgage	200,000	7	"	New York.	1865	102½	Tol. Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	"	1863	75
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Tol. Nor. and Clev. 2d Mort.	176,500	7	"	"	1863	75
2d Mortgage Coupons	250,000	7	"	New York.	1870		C. and T. Income Mortgage	66,150	7	March & Sept.	"	1863	75
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
Boston and Lowell:							C. and T. Income (convertible)	169,000	7			1864	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½	C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1875	70
Buffalo, New York and Erie:							C. and T. Income (convertible)	25,000	7	March & Sept.	"	1870	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	103½	C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	"	1885	110½
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	102½	Columbus and Xenia:						
Buffalo and State Line:							Dividend (due 1860, '61, '62, '68)	74,900		June & Dec.	New York.	var.	
1st Mortgage	500,000	7	April & Oct.	New York.	1880	108	Connecticut River:						
Income " in '59, " in '72	300,000	7	Jan. & July.	"	var.		1st Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Unsecured	300,000	7	"	"	1884		Connecticut and Passump. Rivers:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Burlington and Missouri:							Cumberland Valley:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.			1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Cairo and Fulton (M. O.)							2d Mortgage	109,500	8	"	"	1904	
State (M. O.) Loan	650,000	6			'78-'79		Dayton and Michigan:						
Camden and Amboy:							1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
English debt (S. F.) £453,093.	2,192,923	6	Semi-annual.	London.	1880		2d Mortgage	2,603,000	8	"	"	1881	100
Converted Sterling Loan	793,200	6	"	"	1883		Dayton and Western:						
American Loan	762,000	6	"	New York.	1864	106½	1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
Extra Dividend Loan	254,488	6	"	"	1864		2d Mortgage	250,000	7	June & Dec.	"		40
Loan for \$500,000	500,000	6	"	"	1870	105½	Delaware:						
" " \$300,000	790,000	6	"	"	1875	105½	1st Mortgage guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
" " \$375,000	675,000	6	"	"	1883	102½	Guaranteed.	100,000	6	"	"	1875	106
" " \$1,700,000	1,700,000	6	"	"	1889	106	State Loan	170,000	6	"	"	1870	
" " \$2,500,000	807,000	6	"	"	1889	102½	Delaware, Lackawanna and Wm:						
Consolid. Mort. Loan \$5,000,000							1st Mortgage (Lock & Western)	900,000		April & Oct.	New York.	1871	111
Camden and Atlantic:							1st Mortgage (E. Extension)	1,490,000		"	"	1875	114
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,516,500		March & Sept.	"	1881	110
Catawissa:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1885		3d Mortgage (convertible)	750,000	10	"	"	1868	
Central of Georgia:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Mortgage	86,087	7			1883		Dubuque and Sioux City:						
Central of New Jersey:							1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1883	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	108	Dubuque Western:						
2d Mortgage	600,000	7	May & Nov.	"	1875	112½	1st Mortgage	344,000	7				
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	104	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	91½	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
2d Mortgage	800,000	7	June & Dec.	New York.	1865	105	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	104
3d Mortgage	950,000	7	"	"	1885	75	1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
4th Mortgage (S. F.)	1,365,500	7	"	"	1870	45	East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000					
1st Mortgage (endorsed)	610,000	6					Endorsed by State of Tennessee	150,000					
2d Mortgage	1,000,000	7					Mortgage (ordinary)	700,688					
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½	State, 1st Lien	1,602,000					
Chicago, Burlington & Quincy:							Endorsed by State of Tennessee	200,000					
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1888	124	1st Mortgage (after State)	100,000					
" " " " " " " "	3,034,000	8	"	"	1883	130	Redeemable in Stock	65,950					
Plain Bonds, dated Sept. 30, 1860	355,000	7	March & Sept.	"	1890		Eaton and Hamilton:						
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort O. M.	1860		1st Mortgage	757,734	7			var.	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867		Erie and North-East:						
Chicago and Milwaukee, 1st Mort.	106,000	7	"	"	1864		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
Central Military Trust, 1st Mort.	38,000	8	May & Nov.	"	1868		Florida:						
" " " 2d Mort.	23,000	8	March & Sept.	"	1870		Internal Improvement (State)	1,555,000	7			1891	
Chicago and Alton:							Free Land, 2d Mortgage	1,500,000	8			1891	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104	Florida and Alabama:						
1st Mortgage pref. S. F.	500,000	7	April & Oct.	"	1877	95	Internal Improvement (State)		7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	90	Free Land, 2d Mortgage		8			1891	
Chicago and Milwaukee:							Florida, Atlantic and Gulf Centr.						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½	Internal Improvement (State)	200,000	7			1891	
Real Estate	188,384	7			1888		Free Land, 2d Mortgage	200,000	8			1891	



## AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	1882-83	111	State (Tenn.) Loan	1,340,000	6				
1st Mortgage (Extended)	371,000	7	" "	" "	1882	112	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,344,000	7	May & Nov.	" "	1875	101	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	934
Great Western, Ill.:							1st Mortgage S. F. (convertible)	500,000	8	March & Sept.	" "	1889	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106	1st Mortgage (convert.) Dollar	2,598,000	8	" "	N. Y. & Boston	1890	1194
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1885	1024	1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	1214
Hannibal and St. Joseph:							Mich. Southern and N. Indiana:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	73-87	87	Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1890	100
Land Security	6,000,000	7	April & Oct.	" "	1881	83	Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1891	107
Convertible Bonds	1,380,000	7	Jan. & July.	" "	1883	83	Erie and Kalamazoo	103,000	7	March & Sept.	" "	1882	81
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49	Michigan Southern, conv.	16,000	7	" "	" "	1883	854
Harrisburg and Lancaster:							Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1883	81
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	1124	Jackson Branch	81,000	7	" "	" "	1885	89
Hartford and New Haven:							Goshen Air Line	701,000	7	" "	" "	1888	105
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Detroit and Toledo	812,000	7	" "	" "	1878	105
Housatonic:							1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1886	109
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	---	2d General Mortgage	2,656,500	7	" "	" "	1877	1044
Houston and Texas Central:							*Milwaukee and Beloit:						
State (1st Lien) Loan	210,000	---					1st Mortgage	630,000	8				
Mortgage	125,000	7					Milwaukee and Chicago:						
Hudson River:							1st Mortgage	400,000	8	Jan. & July.	New York.	---	101
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	60-70	112	2d Mortgage	200,000	8	" "	" "	---	---
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118	*Milwaukee and Horicon:						
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135	1st Mortgage	420,000	8				10
Convertible	1,002,000	7	" "	" "	1887	1044	2d Mortgage	600,000	8				---
Illinois Central:							Milwaukee and Prairie du Chien:						
Optional Right Bonds	33,000	7	Jan. & July.	New York.	1868	---	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Construction	11,619,500	7	April & Oct.	London.	1876	---	Minnesota and Pacific:						
Construction	3,104,000	6	" "	New York.	1876	120	Real Estate	1,200,000	7	Jan. & July.	---	1892	---
Eight per cent. bonds	304,000	8	March & Sept.	" "	1885	---	1st Mortgage	350,000	7	" "	---	1883	---
Indiana Central:							Mississippi Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1896	---	1st Mortgage	1,007,803	7				---
2d Mortgage	384,000	10				110	Mississippi Central and Tenn.:						
Income	20,500	---				---	State (Tenn.) Loan	529,000	6				---
Indianapolis and Cincinnati:							Mississippi and Missouri:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1866	110	1st Mortgage (convertible)	1,000,000	7		New York.	---	---
2d Mortgage	400,000	7	" "	" "	1862	100	2d Mortgage (S. F.)	400,000	8		" "	---	---
Real Estate Mortgage	200,000	7			1858	68	Oakalosa Division	500,000	7		" "	---	---
Ind., Pittsburg and Cleveland:							1st Land Grant	2,000,000	7		" "	---	60
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	---	2d Land Grant	700,000	---		" "	---	---
2d Mortgage	314,000	7	" "	" "	---	---	Mississippi and Tennessee:						
Indianapolis and Madison:							Tennessee State Loan	98,000	6			1885	---
Mortgage	661,000	7	May & Nov.	New York.	1881	83	Mississippi State Loan	202,799	6			---	---
Jeffersonville:							1st Mortgage	171,000	7			1876	---
1st Mortgage	187,000	7	March & Sept.	New York	1861	75	Mobile and Ohio:						
2d Mortgage	392,000	7	April & Oct.	" "	1873	70	City (Mobile) Tax Loan	400,000	6			---	---
*Kennebec and Portland:							Tennessee State Loan	674,860	6			---	---
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	---	Alabama State Loan	389,410	6			---	---
2d Mortgage	230,000	6	" "	Augusta.	1861	---	Income	1,508,070	8	Jan. & July.	New York.	61-67	---
3d Mortgage	250,000	6	" "	" "	1862	---	Sterling	878,035	6			1883	---
*Kentucky Centr. (Cov. and Lex.)							Mississippi State Loan	200,970	6			---	---
1st Mortgage	180,000	6				---	Montgomery and West Point:						
1st Mortgage	280,000	7				---	Alabama State Loan	122,622	---			---	---
2d Mortgage (convertible)	1,000,000	7				---	Mortgage (due 1860, '63 and '65)	350,000	6			var.	---
3d Mortgage	600,000	7				---	Mortgage	450,000	8			1886	---
Guaranteed by Covington	200,000	6				---	Muscookee:						
Cincinnati (exchanged)	100,000	6				---	1st Mortgage	249,000	7			---	---
Keokuk, Ft. D. Moines and Minn.:							Nashville and Chattanooga:						
City of Keokuk, 20 years	400,000	8				---	Mortgage (State endorsed)	1,500,000	---			---	---
City of Keokuk, (special tax)	150,000	10				---	Chat. and Cleve. Subco. (endorsed)	231,000	---			---	---
Keokuk, Mt. Pleasant and Musca.:							*New Albany and Salem:						
Lee County	150,000	8				---	Crawfordsville	175,000	7			---	---
City of Keokuk	200,000	8				---	1st Mortgage	600,000	10			---	---
La Crosse, Viroqua & Mineral Pt.:							1st Mortgage	2,235,000	6			---	---
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	---	N. Hav., N. Lond. and Ston'ton:						
Lehigh Valley:							Mortgage	450,000	7	March & Sept.	New Haven.	1881	---
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	105	2d Mortgage	200,000	6	Jan. & July.	" "	1893	---
La Crosse and Milwaukee:							Extension	116,000	6	May & Nov.	" "	1876	---
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	---	89	New Haven and Northampton:						
2d Mortgage (Eastern Div.)	1,000,000	7				---	1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	---
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.	---	444	New Jersey:						
2d Land Grant (Western Div.)	353,500	7				---	Company's (various)	628,000	---	Semi-ann'ly.	New York.	var.	1024
3d Mortgage (whole road)	1,700,000	7				---	New London Northern:						
Unsecured Bonds	1,785,000	7				---	1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Lexington and Frankfort:							N. Ori'ns, Jackson and Gt. North.:						
Mortgage, due 1864, '69 and '74	180,000	6		Lexington.	64-74	---	State (Miss.) Loan	255,000	5			63-78	---
Little Miami:							1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	---
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105	N. Ori'ns, Opelous, and Gt. West.:						
Long Island:							Louisiana State Loan	641,000	6			---	---
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	1004	New Orleans City Subscription	1,500,000	5			---	---
Extension Bonds	175,000	7	May & Nov.	" "	1890	107	1st Mortgage (S. F.)	566,000	8			1889	---
Long Dock Co.:							New York Central:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	---	Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	105
Mortgages on Land	473,809	7				---	Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Louisville and Frankfort:							Stock Exchange (S. F.) Bonds	683,000	6	May & Nov.	" "	1883	1024
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	---	Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
1st Mortgage	225,000	---	" "	" "	63-78	---	Real Estate Bonds	235,775	6	" "	" "	1888	101
Louisville and Nashville:							Bonds of June, 1884	2,000,000	7	June & Dec.	" "	1884	1004
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	88-92	---	New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	---
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	---	Convertible Bonds	751,000	7	Feb. & Aug.	" "	1876	135
Lebanon Branch 1st Mortgage	400,000	7			var.	---	New York and Erie:						
Memphis Branch 1st Mortgage	300,000	7			var.	---	1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111
McMinnville and Manchester:							2d Mortgage	4,000,000	7	March & Sept.	" "	1879	1144
State (Tenn.)	372,000	6				---	3d Mortgage	5,000,000	7	" "	" "	1883	111
Mortgage	24,000	6				---	4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
Mortgage	10,000	6				---	5th Mortgage	1,791,500	7	June & Dec.	" "	1888	1094
Marietta and Cincinnati:							Buffalo Branch	200,000	7	Jan. & July.	" "	1891	---
1st Mortgage Bonds	185,969	7	Feb. & Aug.	New York.	1891	90	New York and Harlem:						
1st Mortgage Sterling	87,818	7	" "	" "	1891	---	1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	1084
Memphis and Charleston:							2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1884	1004
State Tenn. Loan	1,100,000	6			1880	---	3d Mortgage	990,300	7	Jan. & July.	" "	1887	101
1st Mortgage	1,000,000	7				---	New York and New Haven:						
Memphis, Clarksv. and Louis.:							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	1074
State (Tenn.) Loan	510,000	6				---	Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1876	---

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-75		1st Mortgage (Eastern Division)	\$690,000	8		New York.		
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	35
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Md. State Loan (Irredeemable)	1,500,000	6					Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870		Sterling (£267,000)	324,005	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6					Coupon	150,000				1875	
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1877		Rutland and Burlington:						
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	105	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	61
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	19
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101 1/2	3d Mortgage	440,000	7	"	"	1863	3
2d Mortgage	3,077,000	7 1/2	"	"	1861	22 1/2	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96	1st Mortgage	997,000	7			1866	
Chattel Mortgage	360,000	10	"	"	1837	120 1/2	2d Mortgage	1,000,000	7			1875	
Northern (N. H.):							Six per cents	422,324	6			1878	
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	'64-'74	104	Sandusky, Mansfield and N'wark:						
Norwich and Worcester:							1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		Saratoga and Whitehall:						
Bonds for Dividend Scrip.	100,000	7	"	New York.	'64-'74		1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1858	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1866	
Ohio and Mississippi (O. and Ind.):							Seaboard and Roanoke:						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872		1st Mortgage	300,000	7			1880	
2d Mortgage	258,000	7	April & Oct.	"	1880		3d Mortgage	75,000	7			1870	
Construction	4,242,000	7	March & Sept.	"	1875	17	Dividend Bonds	129,033	7			1873	
Income	3,320,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	5		London.	1866	
3d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90	South-Western (Ga.):						
State Loan (S. W. Branch)	1,268,000	6	"	"	'87-'89	55	1st Mortgage	681,000				1875	
Construction	3,235,000	7	"	"	"		*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Steubenville and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	110 1/2	2d Mortgage	900,000	7	"	"	1865	
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106 1/2	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,126,400	6	"	London.	1875		State (Mo.) Aid	3,501,000	6		New York.		90
State Works Bonds	7,000,000	6	Jan. & July.	Harrisburg.	1894	106 1/2	St. Louis City Subscription	500,000					
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75		Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Peoria and Oquawka:							Syracuse, Binghamton and N. Y.:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		St. Louis, Alton and Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104
State (Va.) Loan (S. F.)	300,000	7					2d " (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage (1869-'70-'75)	365,000	6					3d " (series C)	1,400,000	7	Feb. & Aug.	"	1894	91 1/2
2d Mortgage (1862-'70-'72)	378,000	6					4th " (series D)	1,400,000	7	May & Nov.	"	1894	
Special Mortgage (1865-'68)	175,000	6					" " Income (series E)	1,700,000	7	"	"	1894	81
Last Mortgage (1861 to 1869)	133,500	8					Tennessee and Alabama:						
Phila., Germantown and Norristown:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1885	119	1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	108
" 1836	192,000	5	"	"	1880	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1866	
" 1849	3,084,600	6	April & Oct.	"	1870	106	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80 1/2
" 1861	273,000	6	Jan. & July	"	1871	109	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1843	1,531,300	6	"	"	1880	109	Interest Bonds	245,700	7				90
" 1844 (convertible)	363,000	6	"	"	1880	122	*Vermont Central:						
" 1845	124,000	6	"	"	1880	110 1/2	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
" 1849	83,000	6	"	"	1880	110	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	17
" 1857	3,417,000	6	"	"	1886	112 1/2	Virginia Central:						
" 1856	1,470,000	7	"	"	1886	126 1/2	Mortg., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	61
Phila., Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	120	Mortgage (coupons)	926,000	6	"	New York.	1884	
Improvement	88,500	6	May & Nov.	Boston.	1863		Virginia and Tennessee:						
Pittsburg and Connellsville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage	500,000	6	"	New York.	1872	80
Pittsb'g, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108	Balt Works Br. Mort. due '53-'61	203,000	6	"	Lynchburg.	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
" (series D)	875,000	7	April & Oct.	"	1912	"	Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
2d " (series G)	860,000	7	Jan. & July.	"	1912	104 1/2	Watertown and Rome:						
" (series H)	860,000	7	Feb. & Aug.	"	1912	"	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
" (series I)	860,000	7	Mar. & Sept.	"	1912	"	Western (Mass.):						
" (series J)	860,000	7	April & Oct.	"	1912	"	Sterling (\$599,900)	4,319,520	5	April & Oct.	London.	'68-'71	
" (series K)	860,000	7	May & Nov.	"	1912	"	Dollar Bonds	500,000	6	"	Boston.	1875	105
" (series L)	860,000	7	June & Dec.	"	1912	"	Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	
3d " (series M)	860,000	7	Jan. & July.	"	1912	89	Hudson & Boston R. E. Loan	150,000	6	June & Dec.	"	dem.	
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1866		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108 1/2
" 39,420	39,420	8	May & Nov.	"	1866		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	69 1/2
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74		Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1868	144,500	6			1868	
1st Mortgage	1,300,000				1873		Company's, endorsed by State.	120,000	6			1872	



RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.					Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.								Floating Debt.
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.		
ALABAMA.																						
30 Jun. '90	65.0			50.6				Alabama and Florida	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0		101,102	87,806			
28 Feb. '90	30.3			58.1	2	2	19	Alabama and Mississippi	461,506	30,991		335,010	109,500	21,632	518,985	30.3		55,791	31,852			
31 May '90	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,486	2,476,028	109.6		207,626	111,232			
30 Jun. '90	57.0			171.3				Mobile and Girard	1,500,000	*						57.0	236,791	76,773	21,006			
1 Apr. '91				67.2	1	2	10	Mobile and Great Northern	590,216	*		600,431			600,431			1,402,868	696,370			
1 May, '91	469.3	13.5		49.4	40	28	502	Mobile and Ohio	12,000,000	*								505,156	290,269	6		
29 Feb. '90	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,822	23,679	2,582,508	116.9						
1 May, '91				209.5				North East and South West														
ARKANSAS.																						
				301.4				Cairo and Fulton														
30 Nov. '98	38.5			107.5				Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '90	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850			239,251	104,594			
CONNECTICUT.																						
1 Feb. '93	23.8			8.2	4	5	44	Danbury and Norwalk	314,475	66,483		307,010	100,000		418,823	23.8	47,301	61,546	36,019	5		
30 Sep. '92	122.4			15.0	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511		1,936,740	2,037,500	211,574	4,448,584	122.4	239,068	301,402	126,918			
31 Aug. '93	61.4	1.6		64.5	18	21	302	Hartford and New Haven	3,260,095	254,000	141,708	2,580,000	927,000		4,181,256	73.0	404,297	958,459	596,153	17	142	
31 Dec. '92	74.0			8.9	11	17	256	Housatonic (preferred)	2,439,775	*		2,000,000	240,000		61,872	2,625,236	124.0	234,485	70,187	4		
31 Dec. '92	67.0			1.3	7	11	175	Naugatuck	1,210,899	200,000	11,860	1,031,800	355,050		26,924	1,594,661	62.0	206,420	97,700	6		
31 Dec. '92	62.0			2.6	6	12	29	N. Haven, N. London and Ston.	1,454,040	*		738,588	750,000	166,429	1,644,967	62.0	127,390	135,072		117		
31 Dec. '92	75.9	8.8		7.2	3	3		New Haven and Northampton	1,774,455	38,023		1,010,000	650,000		1,812,475	66.0	156,905	151,731	28,706	4	90	
31 Dec. '92	66.0			5.9	7	7	91	New London Northern	677,552	*		602,162	75,528		690,827	66.0	156,905	151,731	28,706	12	121	
31 Mar. '93	61.3	1.0	63.8	28	74		407	New York and New Haven	4,643,832	712,493		3,000,000	2,000,000		5,754,362	117.4	618,510	1,036,457	444,066			
30 Nov. '92	50.4	7.0	8.5	15	17		313	Norwich and Worcester	2,463,958	149,711	214,100	2,122,600	799,300		9,298	3,064,867	66.4	294,173	353,064	158,927	93	
DELAWARE.																						
								Delaware	1,552,257	*		406,182	870,000		1,607,684	84.3	136,631	138,970	41,466			
31 Oct. '92	16.2							Newcastle and Frenchtown	704,860	*	18,536	744,520			5,024	749,544	5.0	27,283	10,290	9		
FLORIDA.																						
				150				Florida	532,791	30,586		191,456	196,000		75,894	619,112	32.0		7,867	3,585		
30 Apr. '90	154.2			3.0	13.0	3	1	Florida and Alabama														
	32.0			5.0				Fla., Atlantic and Gulf Central														
	100.0	3.9	10.0	153.5				Pensacola and Georgia														
GEORGIA.																						
30 Jun. '90	86.7			16	7	124		Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,386	86.7		418,080	265,827	8	125	
	92.6			8.7	70.9			Atlantic and Gulf—M. Trunk				753,700	129,500					168,988	95,612			
31 Dec. '90	53.0							Augusta and Savannah	1,032,200	*		4,396,800			6,500,173	229.0	879,468	1,715,025	764,574	10		
30 Apr. '90	43.5			23.7				Brunswick and Florida	755,000	*		4,396,800			8,123,343	232.0	1,159,188	528,043	8	100		
30 Nov. '90	191.0				53	62	607	Central of Georgia (and Bank)	4,596,800	*	1,003,650	1,550,000	312,500		1,668,976	102.5	226,241	404,618	212,676	19	72	
31 Mar. '90	171.0	61.0			19	16	171	Macon and Western	1,500,000			1,500,000		12,295	1,026,868	50.0		292,714	110,616	8		
31 July '90	50.0				7	2	107	Muscogee	774,244	162,534		669,960	249,000		1,800,821	147.8	140					
1 May, '98	68.1				3	4	33	Savannah, Albany and Gulf	1,386,034	52,374		1,275,901	10,200		1,382,601	19.1						
31 July '90	100.1	100.8	16.2		18	22	201	South Western	3,701,425	*		2,921,900	396,500		3,822,913	228.8		388,853	464,541	13		
30 Sep. '90	138.0				52	24	705	Western and Atlantic	5,901,497	*								832,343	464,541			
ILLINOIS.																						
31 Dec. '92	220.0				35	38	712	Chicago and Alton	8,117,539	*		4,244,222	4,100,000	167,877	8,721,057	281.0	976,381	1,226,001	457,704		86	
30 Apr. '93	138.0			28.0	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,735,450	6,102,594		13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	117	
31 Dec. '93	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	885,000	782,866		188,081	2,060,066	45.0	14 mo.	243,282	136,294	70	
1 Apr. '93	242.0			29.0	38	23	705	Chicago and North Western	12,325,839	510,983		3,731,816	5,335,000	226,641	13,147,136	242.0		1,083,054	448,503	47		
31 Mar. '93	181.8				61	57	906	Chicago and Rock Island	7,069,728	*		6,003,000	1,467,000		7,445,039	228.4	1,030,884	1,529,141	513,100	6	129	
10 Nov. '92	33.2							Fox River Valley	590,000	*												
31 Dec. '92	140.0	80.4	74.5		66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,835,000		10,551,145	341.7	1,430,341	1,777,541	534,605	6	105	
31 May, '93	174.5	5.5	14.3		21	22	504	Great Western	4,039,561	*		1,645,561	2,395,000		4,214,342	180.0		742,097	377,476		65	
31 Dec. '92	454.8	232.5			112	94	2,355	Illinois Central	27,675,671	*		16,824,860	15,000,500		36,971,630	708.3	2,561,192	4,446,827	1,870,723	4	117	
				81.5				Illinois River		*												
	148.0							Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403					oper. by Chic. & R. Ia.	125,000			
	46.6							Peoria and Bureau Valley		*			600,000					oper. by Chic. & R. Ia.				
				129.0				Peoria and Hannibal		*								oper. by Chic. & R. Ia.				
	186.0							Peoria and Oquawka	5,400,000	*		1,560,889	2,300,000		2,000,000			oper. by Chic. & R. Ia.				
31 Dec. '92	100.0							Quincy and Chicago	1,975,555	*		800,000	1,000,000		2,000,000	100.0		oper. by Chic. & R. Ia.				
	1.0							Rock Island Bridge		*								oper. by Chic. & R. Ia.				
31 Dec. '92	189.0	14	12.2		31	30	424	St. Louis, Alton & Terre Haute	10,400,000	*		3,700,000	6,700,000		10,400,000	203.0						
								INDIANA.														
	103.0							Cincinnati and Chicago	2,090,433	*		1,106,679	1,006,125					108.0				
	23.0							Cincinnati, Peru and Chicago										29.0				
31 Aug. '97	107.0				73.0			Evansville and Crawfordville	2,235,413	*		986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,342			
31 Dec. '92	72.4				19	17	296	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,721	109.0		442,893	158,541			
31 Dec. '98	80.8	20.2			28	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0		448,558	230,834	9	87	
31 Dec. '92	64.0							Ind., Pittsburg and Cleveland	1,879,808	*	10,000	855,971	991,400	11,038	2,193,889	84.0		450,079	247,338			
31 Dec. '92	78.0				15	14	201	Jeffersonville	1,549,515	*	278,234	1,015,907	621,000		2,175,223	103.0	312,869	527,963	268,156			
	59.4							Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000		2,000,000	64.0						
31 Mar. '93	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,433,312	*		772,812	661,512		1,538,763	132.0		285,974	104,961	100		
	28.0							Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,927	371,40	36		
	74.0							Peru and Indianapolis	2,000,000	*		1,100,000	820,00									

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad				Equipment			Companies	Abstract of Balance Sheet										Earnings				Price of shares
	Main Line	Lateral and Branch Lines	2nd Track and Sidings	Road in progress or projected	Engines	Cars			Railroad and appurtenances	Rolling Stock	Invested in foreign works	Liabilities			Balance Total, incl. all other assets and liabilities	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Gross	Net	Dividends			
						Passenger	Freight, etc.					Share Capital paid in	Bonded and Mortgage Debt	Floating Debt									
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.				
MAINE.																							
30 Nov. '02	55.0				6	4	74	Androscoggin	1,050,000			151,833	444,633	205,584	767,381	30.5	75,344	79,761	43,461				
30 Jun. '02	149.0	25.0			41	17	349	Atlantic and St. Lawrence	6,785,205	887,734		2,494,900	3,083,491		7,933,475	149.0	oper. by	80,830	Loss	45			
30 Jun. '01	12.5		2.0		4	3	45	Bangor, Oldtown and Milford	244,723			135,000	3,472,000	40,570	244,723	12.5		172,113	91,487				
30 Sep. '01	93.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,284			1,287,779			2,960,998	103.5	139,953	823,032	174,023				
31 May, '03	92.7	9.5			13	2	231	Maine Central	4,211,878		21,925	1,050,560	3,068,491	139,952	4,250,303	103.2	186,240						
31 Dec. '02				14.0				Penobscot	828,412		178,014	180,497	300,000		76,000								
31 May, '03	51.3				10	4	103	Portland, Saco and Portsmouth	1,494,792			1,500,000			1,632,416	51.3		288,197	170,276	6			
31 May, '01	37.0							Somerset and Kennebec	783,763			169,200	550,000			37.0		56,403	25,404				
31 May, '01	18.5			33.5				York and Cumberland	1,090,000			370,000	450,000	270,000	1,090,000	18.5		26,386					
MARYLAND.																							
30 Sep. '00	279.6	7.2			236	124	3,272	Baltimore and Ohio	21,214,042	3,604,731	3,579,907	18,113,902	10,781,833	566,070	31,241,011	298.8		3,922,203	3,305,788	6			
30 Sep. '00	30.0				7	33	167	Washington Branch	1,650,000			1,650,000			1,824,806	30.0	187,427	462,880	290,840	9			
31 Dec. '02	138.0	4.0	16.4		51	28	1,647	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,921	155.0	940,558	1,920,641	927,341	431			
MASSACHUSETTS.																							
30 Nov. '02	21.2		2.1					Berkshire	500,000	100,000		600,000			600,000	21.2		42,000	42,000				
30 Nov. '02	28.7	1.8	43.6		31	37	602	Boston and Lowell	2,245,148	183,345		1,830,000	440,000	21,046	2,756,516	70.9	836,555	421,969	136,191	67			
31 Mar. '03	74.8	8.8	51.1		23	73	484	Boston and Maine	5,890,350	400,463	496,903	4,076,974			5,026,338	119.3	630,840	946,980	450,302	8			
30 Sep. '03	47.0	7.0	32.6		25	40	309	Boston and Providence	2,952,600	207,460		3,160,000	122,720		3,462,989	61.8	435,121	702,222	865,362	8			
30 Nov. '02	44.6	24.0	60.1		30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000		93,654	5,335,584	83.6	564,117	1,006,130	490,304	8			
30 Nov. '02	46.0	1.1	2.7		7	15	102	Cape Cod Branch	907,760	125,866		881,654	141,600		1,085,074	47.1	75,219	102,627	50,053	24			
30 Nov. '02	50.6	2.4	8.8		12	19	178	Connecticut River	1,614,386	187,555		1,601,100	250,000		1,900,919	52.4	170,015	285,152	123,854	6			
30 Nov. '02	44.2	30.5	25.2		26	84	413	Eastern	3,912,207	815,165	204,102	2,855,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	91			
30 Nov. '02	19.9	1.3	3.8					Essex	742,592	4,416		299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	67			
30 Nov. '02	50.9	42.5	74.5		23	36	646	Fitchburg	3,189,851	350,149		3,540,000			3,829,341	93.4	242,542	680,580	254,146	6			
30 Nov. '02	14.0		2.8		4	4	36	Fitchburg and Worcester	234,774	40,226		219,826	64,100	5,846	290,772	28.4	33,739	38,588	4,619	105			
30 Nov. '02	29.8		3.0		3	3		Hampshire and Hampden	577,933	28,745		292,951	303,014		606,681	29.8	27,424	16,344	1,233				
30 Nov. '02	12.4		2.3		2	4	26	Lowell and Lawrence	832,886	30,375		200,000	75,000	11,782	867,182	12.4		21,780	21,780				
30 Nov. '02	14.5		17.2		11	19	337	Naahua and Lowell	568,919	95,684		600,000			802,401	70.0	143,515	188,183	40,540	8			
30 Nov. '02	20.1	1.5	1.1		5	14	74	New Bedford and Taunton	502,700	54,214	14,000	600,000	300,000		800,000	30.7	42,262	134,178	45,993	5			
30 Nov. '02	27.0		2.4					Newburyport	607,836			220,340	234,900	140,902	697,336		oper. by B. & M. Co.						
30 Nov. '02	25.0		6.0	8.0	3	4	13	N. York and Boston Air Line	832,464	46,289		293,701	550,000	175,072	1,019,373	25.0	53,624	44,599	9,653	20			
30 Nov. '02	75.5	7.8	29.5		24	64	485	Old Colony and Fall River	3,008,445	354,503		8,015,100	350,500	134,058	4,187,740	102.1	888,585	580,160	812,031	6			
30 Nov. '02	18.7		0.7		1	2		Pittsfield & N. Adams, guar.	432,480	11,247		450,000			450,000	18.7	24,960	43,142	23,677	103			
30 Nov. '02	43.4	1.0	14.9		13	18	352	Providence and Worcester	1,409,086	262,515		1,600,000	97,000		1,697,000	44.4	206,064	327,457	161,357	8			
30 Nov. '02	16.9		1.7					Salem and Lowell	391,470	82,543		243,503	228,900		464	471,175	oper. by B. and L. Co.	17,500		110			
30 Nov. '02	11.5		0.4		2	9	17	South Shore	402,367	39,226		259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	16			
30 Nov. '02	21.9		1.1					Stockbridge and Pittsfield	444,600	4,100		448,700			448,700	oper. by H. & N. Co.		31,409		7			
30 Nov. '02	11.1	0.6	1.2		8	10	70	Taunton Branch	250,000			250,000			239,740	11.1	51,210	134,018	23,376	9			
30 Nov. '02	61		36.0					Troy and Greenfield	1,766,370			923,810	979,308	42,352	1,945,470	oper. by T. & B.		216,065	115,241		40		
30 Nov. '02	69.8	8.0	6.6		11	18	180	Vermont and Massachusetts	3,809,567	207,343		2,214,225	900,525		3,516,900	77.3	112,242	216,065	115,241	39			
30 Nov. '02	156.1	17.3	123.6		78	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712		5,150,000	6,417,520	47,000	14,244,472	218.0	1,257,201	2,095,922	934,564	8			
30 Nov. '02	46.7		9.8		10	12	145	Worcester and Naahua	1,147,044	123,853		1,141,000	141,500	1,180	1,356,545	46.7	164,248	200,744	92,979	51			
MICHIGAN.																							
1 Jun. '02	17.3				2	1	100	Bay de Niquet and Marquette	built and equip	ed by G. R. Tr. R. R. Co. of Canada													
30 Sep. '02	57.0							Chic. Detroit & Can. G.T. Junc.	8,270,023	647,606		2,950,000	4,250,000		9,008,369	188.0		840,598					
30 Jun. '02	188.0							Detroit and Milwaukee															
								Flint and Pere Marquette															
								Grand Rapids and Indiana															
31 May, '03	234.9	28.4			98	86	1,559	Michigan Central	13,805,576	*		6,057,426	7,999,489		14,834,955	329.3	1,448,558	2,946,500	1,674,200	8			
31 Mar. '03	246.0	281.0			83	110	1,108	Mich. B'n & N'n Indiana	18,318,624	1,644,259	1,653,252	9,018,200	9,527,078		18,545,278	527.0	2,060,657	2,813,831	1,461,276	85			
								Pori Huron and Milwaukee															
MINNESOTA.																							
31 Dec. '02	14.5				608.5	2	2	10	Minnesota and Pacific	1,400,000			1,550,000										
31 Dec. '02					190.0				Southern Minnesota				575,000										
31 Dec. '02					114.0				Minneapolis and Cedar Valley				600,000										
31 Dec. '02					268.0				Minnesota Transit				600,000										
31 Dec. '02					79.0				Root River Valley														
MISSISSIPPI.																							
30 Apr. '00	236.0				26	22	336	Mississippi Central	4,966,022	756,292		2,000,961	2,554,782	895,992	6,331,899	236.0		584,342	328,092				
31 Oct. '02	71.4				27.5	7	4	41	Mississippi and Tennessee	1,254,894	159,018		798,285	275,000	1,974,444	59.7		176,492	116,433				
31 Dec. '02	83.2				60.4				Southern Mississippi	2,750,000		1,000,000	1,400,000			83.2		250,047	121,659				
MISS																							



An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not running." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Abstract of Balance Sheet.										Earnings.							
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.		Property and Assets.				Liabilities.				Total, incl. all other assets and liab.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.						
						Passenger.	Freight, etc.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.	Net.				Dividends.	Price of shares.					
																					M.	M.	M.	M.	M.
New York.																									
10 Sep. '62	2.0			137.0	1			10	Albany and Susquehanna	1,044,914	5,567			891,578	200,000	5,500	1,100,075								
30 Sep. '62	11.5			21.6	4			60	Albany and Vermont	800,000				600,000			600,000								
30 Sep. '62	48.9			2.6				60	Atlantic and Great Western	2,250,277	55,207			887,872	1,607,500	25,568	2,320,940	49.9	140,558	224,418	123,939				
30 Sep. '62	14.8			1.6				60	Blossburg and Corning	498,217				250,000	230,000		498,217	49.9	140,558	224,418	123,939				
30 Sep. '62	5.4			0.4				28	Broadway (Brooklyn)	164,521	71,515			200,000	27,500	324	326,038	5.4	140,558	224,418	123,939				
30 Sep. '62	14.5			0.6				22	Brooklyn Central and Jamaica	675,687	119,225			402,050	252,100	62,987	807,217	14.5	140,558	224,418	123,939				
30 Sep. '62	28.3			26.9	1.0			169	Brooklyn City	1,020,870	312,138			1,000,000	170,000	10,000	1,382,500	28.3	140,558	224,418	123,939				
30 Sep. '62	5.3			5.3	15.2			26	Brooklyn City and Newtown	207,628				246,000	146,000	8,000	600,900	5.3	140,558	224,418	123,939				
30 Sep. '62	142.0			13.0	28			402	Buffalo, New York and Erie	3,183,481		100,677		850,000	2,426,714	136,647	3,082,552	142.0	140,558	224,418	123,939				
30 Sep. '62	68.3			14.5	29			389	Buffalo and State Line	2,277,595	505,576	149,000		1,977,950	949,000		2,926,950	68.3	140,558	224,418	123,939				
30 Sep. '62	10.6	0.3		4.5				32	Coney Island and Brooklyn	501,361				493,800	7,000	2,717	603,517	10.6	140,558	224,418	123,939				
30 Sep. '62	6.8			4.5	2.7			32	Eighth Avenue (New York)	574,128	64,237			800,000		25,000	659,255	6.8	140,558	224,418	123,939				
30 Sep. '62	46.8			2.9					Elmira, Jefferson & Canand.	500,000				500,000			500,000	46.8	140,558	224,418	123,939				
30 Sep. '62	446.0	190.0		226	101			3,770	Errie	39,985,792				10,772,200	19,331,506	480,605	40,285,265	446.0	140,558	224,418	123,939				
30 Sep. '62	144.0	4.0	115.1	68	117			688	Hudson River	10,749,683	1,863,531			3,758,408	9,368,750	298,424	13,420,640	144.0	140,558	224,418	123,939				
30 Sep. '62	96.0	2.5	11.4	14	37			117	Long Island	2,567,162	361,312			1,852,716	782,462	16,213	2,428,474	100.5	226,611	293,457	109,137	21	40		
30 Sep. '62	130.7	268.1	400.0	239	255			4,424	New York Central	27,068,991	5,646,077	791,095	24,209,904	13,779,458	284,411	42,859,880	5,092,223	10,897,531	130.7	140,558	224,418	123,939			
30 Sep. '62	287.8	2.1	29.0	32	77			441	New York and Harlem	9,385,740	650,504			5,717,100	5,996,061	69,186	11,751,297	163.0	60,737	1,164,003	456,998				
30 Sep. '62	93.6	1.64	6.9						Niagara Bridge and Canand.	1,000,000				1,000,000			1,000,000	93.6	140,558	224,418	123,939				
30 Sep. '62	6.0			8.0	42			450	Ninth Avenue (New York)	851,174	24,600			795,380	22,000		876,774	6.0	140,558	224,418	123,939				
30 Sep. '62	113.0	3.8	17.8	28	14			54	Northern (Ogdensburg)	4,091,465	723,624			4,571,940	1,494,960		6,066,500	113.0	140,558	224,418	123,939				
30 Sep. '62	36.9		2.2	6	10			54	Oswego and Syracuse	988,935	116,626			896,340	208,500		1,104,840	36.9	140,558	224,418	123,939				
30 Sep. '62	25.2		2.0	7	11			61	Rensselaer and Saratoga	742,980	157,045			610,000	244,750		854,750	25.2	140,558	224,418	123,939				
30 Sep. '62	172.1	17.5	16.4	22	17			358	Rome, Water'n & Ogdensburg	8,092,678	868,306			1,499,100	1,923,000	64,292	3,486,892	172.1	140,558	224,418	123,939				
30 Sep. '62	21.0		1.0						Saratoga and Schenectady	480,934				300,000	65,000		480,934	21.0	140,558	224,418	123,939				
30 Sep. '62	40.9	6.0	3.9	8	11			54	Saratoga and Whitehall	824,622	77,585			600,000	878,000	6,837	882,337	40.9	140,558	224,418	123,939				
30 Sep. '62	8.0		8.0					61	Second Avenue (New York)	960,516	136,567			660,000	48,000	42,500	1,142,500	8.0	140,558	224,418	123,939				
30 Sep. '62	4.0		4.4					59	Sixth Avenue (New York)	877,694	209,622			750,000	25,000		1,089,317	4.0	140,558	224,418	123,939				
30 Sep. '62	13.0		0.4					6	Station Island	267,106	56,445			68,102	198,687	70,919	327,798	13.0	140,558	224,418	123,939				
30 Sep. '62	81.0		7.6	12	12			117	Syracuse, Binghamton & N.Y.	2,863,540	2,664			1,200,150	1,640,757	103,570	2,944,457	81.0	140,558	224,418	123,939				
30 Sep. '62	6.0		8.7					112	Third Avenue (New York)	1,062,708	104,321			1,170,000	400,000		1,757,029	6.0	140,558	224,418	123,939				
30 Sep. '62	34.9		3.5		10			9	Troy and Boston	1,371,576	198,997			606,911	808,500	271,097	1,686,508	34.9	140,558	224,418	123,939				
30 Sep. '62	18.6		2.7						Troy and Rutland	462,500				325,000	180,000		462,500	18.6	140,558	224,418	123,939				
30 Sep. '62	2.1		2.1						Troy Union	752,601				800,000			752,601	2.1	140,558	224,418	123,939				
30 Sep. '62	34.9		2.6	51.4	4	6		89	Utica and Black River	862,089				811,600			862,089	34.9	140,558	224,418	123,939				
North Carolina.																									
31 May, '60	94.9			0.4					Atlantic and North Carolina	2,157,503				1,545,225	400,000	276,372	2,419,401	94.9			103,953	36,572			
-- '58	223.0								North Carolina	4,235,000				4,000,000			235,000								
-- '59	97.0								Raleigh and Gaston	1,240,241				973,300	126,200		1,169,500				223.0				
30 Sep. '60	161.5	15.0		23	18			182	Wilmington and Manchester	2,632,737		232,900	1,130,470	1,046,000	51,300	2,934,500	171.9				469,458	219,088			
30 Sep. '60	161.9			24	32			144	Wilmington and Weldon	2,869,228		107,000	1,240,213	791,056	102,391	3,141,954	171.0				467,554	235,201	8		
15 Mar. '60	81.0	3.0		192.5					Western North Carolina	2,000,000		4,700	290,212		70,860	364,072									
Ohio.																									
-- '58	118.2				17	12		206	Atlantic and Great Western	613,231				866,969		77,294	3,376,255	118.2			541,150	234,320			
31 Dec. '61	137.0				41	39		508	Bellefontaine and Indiana	3,030,584		11,000	1,859,813	1,169,000	1,126	3,276,255	137.0			699,716	280,551				
31 Mar. '63	30.3				22	26		432	Central Ohio	5,579,508	922,670	100,133	1,628,256	3,678,000	1,126,458	6,810,432	141.0			699,716	280,551				
31 Dec. '60	60.0				69.1				Cine. and Indianapolis & Zane	2,933,788	451,088	91,947	2,156,800	1,334,000		3,988,103	198.3			877,404	464,416	10	120		
1 May, '59	131.8				31.0			32	Cine. and Indianapolis & Zane	6,250,841			2,441,176	3,032,000	225,978	3,818,154	131.8			804,108	190,745	19,180			
31 Dec. '62	135.4	55.8			18.0	13		654	Cleveland, Columbus and Cine.	4,320,777	728,116	74,010	6,000,000	510,000		6,454,180	191.2			926,928	1,724,917	1,083,637	20		
31 Dec. '62	67.0				31	34		643	Cleveland and Mahoning	2,553,162	298,789	23,840	1,036,055	1,752,400	128,857	2,971,322	67.0			248,387	735,209	225,651			
1 Dec. '62	90.6	1.2	29.5		41	34		896	Cleveland and Painesville & Ashtabula	3,452,143	590,344		3,300,000	1,500,000		967,347	454,297	1,551,628	90.6		1,551,628	9,522	334		
30 Nov. '62	109.2	79.4			32	40		498	Cleveland and Toledo	7,836,094			3,832,712	4,324,000	94,329	8,261,646	203.5			663,871	1,361,537	747,562	108		
31 May '63	61.4				53.0	6		99	Clev. Zaneville and Cine.	1,574,695		55,025	3,626,800	3,687,596		7,510,558	188.6			663,871	1,361,537	747,562	108		
31 Dec. '58	72.0				81.0	6		103	Columbus and Indianapolis	2,555,000			750,000	1,000,000	205,000		61,750	68,128	19,768						
31 Dec. '58	54.5				13	11		128	Columbus and Xenia	1,413,358	246,565	541,240	1,490,800	283,900		2,076,902	54.5			144,000	84,000	17,760			
30 Nov. '62	144.0			10.4	16	8		373	Dayton and Michigan	4,464,748	389,553	6,500	2,462,217	2,604,190	810,424	6,509,826	144.0			414,779	63,705	461,540			
31 Mar. '63	36.6			7.9		6		87	Dayton and Western	999,173	104,912		307,246	716,000	80,845		36.6			62,026	8,565				
31 Aug. '60	46.0				47.0	3		21	Dayton, Xenia and Belpre	860,496			437,838	422,658		1,104,086	16.0			40,064	64,000	33,000			
31 Aug. '60	15.0				6	6		72	Katon and Hamilton	1,101,744	79,022	62,630	469,782	728,568	152,094		46.0			128,170	83,412				
31 Dec. '61	82.0				84.0			73	Fremont and Indiana	855,000			300,000	473,000	75,000	1,358,807	47.0			24,000	69,362				
31 Oct. '61	36.0				84.0	1		53	Greenville and Miami	172,530			118,												

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Line.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.	Dividends.			
																					No.	No.	
31 Oct. '62	28.2		1.9					PENNSYLVANIA, (Continued.)	552,422	51,400		999,200	250,000		1,249,200	28.2	102,364	432,351	228,844	8	173		
31 Oct. '62	28.9		34.8		37	110	680	Philadelphia and Trenton	6,979,924	744,425	351,129	5,620,500	2,579,000		9,508,406	200.5	582,615	2,250,862	1,080,995	9	634		
31 Oct. '62	29.5		6.4	52.5	10	14	63	Phila., Wilmington and Balt.	2,038,181	109,202		1,783,122	1,500,000	110,417	3,501,863	72.0	194,000	129,918	60,379	8	84		
31 Dec. '62	468.3		59.7		121	61	1,312	Pittsburg, Ft. Wayne & Chicago	17,736,353			5,709,592	12,935,173	312,899	19,451,576	468.3	2,694,467	3,745,311	1,802,895	9	264		
31 Oct. '62	54.0		1.1	5.5	7	4	66	Schenykill and Susquehanna.	1,197,774	*		1,269,150	97,000	8,405	1,374,555	55.5	82,809	70,615	9,238	5	---		
31 Oct. '62	2.3	15.2						Schenykill Valley	576,050			576,050			576,050		oper. by Ph. & R.				---		
31 Oct. '62	28.0		6.2		4	1	489	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	5,659	1,297,256		57,923	159,534	99,000	39	---		
31 Oct. '62	29.6		2.5		5	4	101	Tioga	719,914	77,999		97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43		
31 Dec. '62	26.4		3.0		5	11	23	Westchester and Philadelphia	1,387,074	*		683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	104	---		
31 Aug. '63	50.0		2.0		12	17	103	RHODE ISLAND.	2,158,000	*		1,508,000	256,800		3,666,800	62.0	297,700	415,309	199,155	6	55		
30 Nov. '62	13.6		0.5		4	3	7	N. Y., Providence and Boston	424,943	13,290		4,717	8,500		433,233	13.6	23,954	25,594	6,739	---	---		
31 Dec. '62	13.2	1.5		182.4	2		26	SOUTH CAROLINA.	2,126,539			1,915,515	217,577		2,133,092	13.2				---	---		
31 Dec. '62	64.9				47.4	4	8	Blue Ridge	801,615	34,372	250,000	706,365	195,268	197,905	1,099,536	61.9				---	---		
31 Dec. '62	109.6				13	9	176	Charlotte and Savannah	1,719,045	*		1,201,000	384,000		1,585,000	109.6		283,263	151,536	6	---		
1 Jan. '63	40.3							Charlotte and South Carolina	600,000			400,000	200,000		600,000	40.3				---	---		
1 Jan. '63	143.2	21.3						Cheraw and Darlington	2,439,769	324,161		1,429,000	1,145,000	345,540	2,919,544	143.2		341,190	125,971	---	---		
31 Aug. '62	22.5							Greenville and Columbia.	196,230			200,000			200,000	22.5				5	---		
31 July '62	82.0							Kings Mountain	543,403	*		400,000	106,218		575,729	82.0		27,568	8,527	---	---		
28 Feb. '63	102.0							Laurens	2,011,562			985,743	980,410	108,172	2,057,325	102.0		220,014	96,145	---	---		
31 Dec. '62	126.0	106.0			62	59	790	North-Eastern										1,499,636	701,943	7	---		
31 July '62	25.1				41.9			South Carolina												---	---		
30 Sep. '60	47.6							Spartanburg and Union	1,021,439	58,183		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187	---	---		
1859.....					17.0	2	14	TENNESSEE.	857,947	*		333,204	612,000	60,900	1,450,147	30.0		29,945	9,359	7,486	---	---	
1859.....	30.0	1.8			12	10	171	Central Southern (Tenn.)	3,637,387			1,289,073	2,020,000	200,000	5,946,460	30.0		318,718	187,466	---	---		
1859.....	140.0	8.0			10	10	128	Edgely and Kentucky	2,310,033	156,264		536,654	1,902,000	390,407	4,208,904	140.0		150,142	297,806	149,167	---	---	
1859.....	271.6	19.4	20.0		43	37	667	East Tennessee and Georgia	6,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	271.6		1,635,096	873,597	---	---		
1859.....	371.6	16.0	20.0		8	9	242	East Tennessee and Virginia	2,259,287	141,144		570,000	1,361,000	145,000	4,231,431	371.6				---	---		
1859.....	100.0	30.6	55.8		40	7	119	Memphis and Charleston	2,000,000	100,500		298,721	740,000		2,748,721	100.0				---	---		
1859.....	59.0				40	7	119	Memphis, Clarksv. & Louisv.	1,137,400			798,285	554,949	319,518	1,452,744	59.4		69,870	177,256	60,029	---	---	
1859.....	47.4	2.2			4	6	6	Mississippi and Tennessee	892,710	82,908		317,447	532,509	22,369	1,372,934	47.4		64,175	83,129	44,698	---	---	
1859.....	34.2	7.0			12	2	81	Mississippi Central and Tenn.	533,807	56,816		144,894	406,000	5,000	1,096,717	34.2		30,065	23,808	13,892	---	---	
30 Nov. '60	149.7	44.0	7.9		39	17	819	McMinnville and Manchester	3,632,882	*		2,066,544	1,731,000		5,439,426	149.7		734,118	387,384	6	---		
1859.....								Nashville and Chattanooga												---	---		
1859.....	45.8	4.2	11.7		5	5	32	Nashville and Northwestern	76,016	76,016		595,922	880,000	204,544	1,480,482	45.8		67,950	127,953	87,243	---	---	
1859.....	30.0	0.6	8.0					Tennessee and Alabama				215,962	413,000	408,477	1,037,439	30.0		1,248		---	---		
1859.....	82.0							TEXAS, (all aided by State.)												---	---		
1859.....	56.0							Buffalo Bayou, Braz. & Col'do												---	---		
1859.....	60.0	1.6	75.0		2	1	4	Galveston, Houston & Henderson	1,250,000			275,000	240,000	171,550	1,646,550	60.0		31,300	32,670	---	---		
1 May '60	70.0	6.0	280.0		7	6	124	Houston and Brazoria	4,232,345	*		455,000	975,000	369,000	5,672,345	70.0		102,200	182,846	196,568	---	---	
1859.....	25.0							Houston and Texas Central												---	---		
1859.....	28.0							San Antonio & Mexican Gulf												---	---		
1859.....	28.0							Southern Pacific												---	---		
31 Aug. '63	110.3	6.6			8	12	199	VERMONT.	1,783,542	195,647		1,290,400	800,000		3,874,589	110.3		93,639	208,867	---	---		
31 Aug. '62	119.6	16.0			20	18	548	Connect. & Passumpsic Rivers	3,999,708	556,275		2,233,376	3,183,038	663,019	6,379,434	119.6		394,393	322,928	61,280	---	---	
31 Aug. '62	62.5	4.0			12	9	193	Rutland and Burlington	960,000	221,633		1,097,000			1,218,633	62.5		138,299	140,886	24,579	---	---	
31 May '62	117.0	2.0	24.0		41	38	889	Rutland and Washington	8,402,055	*		6,000,000	3,500,000	1,500,000	13,902,055	117.0		679,677	713,418	191,466	752	---	
30 Jun. '62	47.0	8.5	4.1					Vermont Central	1,678,500			1,378,500			1,378,500	47.0		oper. by Vt. Central		4	154		
30 Jun. '62	23.7	0.9			3	6	39	Vermont and Canada	1,212,274	80,612		516,164	793,200	110,145	1,599,996	23.7		53,041	45,273	7,187	---	---	
30 Jun. '62	69.0	5.8	3.6					Vermont Valley	1,033,500			332,000	700,000		1,735,500	69.0		oper. r.b. Troy & Boz.		53,852	---	---	
1 Aug. '59	41.3				122.1			VIRGINIA.	1,492,194	42,000		1,408,018	36,188	88,181	1,534,194	41.3				---	---		
30 Sep. '59	77.8	8.0	3.8		9	5	221	Alex. Loudoun & Hampshire	2,942,548	210,680		2,969,961	775,500	118,789	3,758,250	77.8		703,084	136,302	43,062	---	---	
30 Sep. '59	79.2	4.8			5	2	75	Manassas Gap	2,006,973	122,156		1,500,124	590,610	155,161	3,278,864	79.2		47,702	54,121	16,332	---	---	
30 Sep. '59	103.5							Norfolk and Petersburg	5,322,150	*		468,005	5,719,229		5,787,234	103.5		345,427	245,004	loss	6	---	
30 Sep. '60	88.3	68.4	10.0		16	16	175	Northwestern Virginia	2,083,655	257,500		2,083,655	257,500	590,056	2,341,155	88.3		270,846	450,427	222,214	---	---	
30 Sep. '60	123.3	10.1			19	13	279	Orange and Alexandria	3,040,836	374,996		1,865,900	1,851,500	292,842	4,745,256	123.3		410,166	201,244	---	---		
30 Sep. '60	69.2	21.8																					



## New York Stock Exchange.

Actual Sale Prices for the week ending December 30.

Th. 24. F. 25. Sat. 26. M. 28. Tu. 29. W. 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30.
American Coal Co.	94	94	94	94	94	94
Buffalo, N. Y. & E. 1M.	103	103	103	103	103	103
California 7s	126	126	126	126	126	126
Canton Co.	33	34	34	34	34	34
Central Am. Translt.	86	86	86	86	86	86
Chicago & Alton	94	94	94	94	94	94
" pref.	104	104	104	104	104	104
" 1 M.	104	104	104	104	104	104
" Inc. b'ds.	104	104	104	104	104	104
Chicago, Burl. & Q.	117	117	117	117	117	117
" 1 M.	124	124	124	124	124	124
Ohio & Northwest'n.	47	47	47	47	47	47
" pref.	64	64	64	64	64	64
" 1st M.	92	92	92	92	92	92
" 2d M.	74	74	74	74	74	74
" S. F.	103	103	103	103	103	103
" A. B.	103	103	103	103	103	103
" I. B.	103	103	103	103	103	103
Chicago & Rock Isl.	115	115	115	115	115	115
" 1st M.	115	115	115	115	115	115
Clev., Col. and Cin.	175	175	175	175	175	175
Clev. and Pittsburg.	106	106	106	106	106	106
" 1 M.	106	106	106	106	106	106
" 2 M.	106	106	106	106	106	106
" 3 M.	100	100	100	100	100	100
" 4 M.	86	86	86	86	86	86
Clev. and Toledo.	116	116	116	116	116	116
" S. F. 7 p.c.	111	111	111	111	111	111
Cumberland Coal, pref. 43	44	45	46	47	47	47
Del. & Hudson Canal.	171	173	175	175	175	175
Del., Lack. & West.	107	107	107	107	107	107
" 1 M. 8 p.c. '71-6.	107	107	107	107	107	107
" 2 M. 8 p.c. '81.	107	107	107	107	107	107
Erie	108	108	108	108	108	108
" pref.	103	103	103	103	103	103
" 1 M. 7 p.c. '67.	103	103	103	103	103	103
" 2 M. 7 p.c. '79.	111	111	111	111	111	111
" 3 M. 7 p.c. '88.	109	109	109	109	109	109
" 4 M. 7 p.c. '80.	109	109	109	109	109	109
" 5 M. 7 p.c. '88.	107	107	107	107	107	107
Galena and Chicago.	107	107	107	107	107	107
" 1 M. 7 p.c. '68.	107	107	107	107	107	107
" 2 M. 7 p.c. '76 101	107	107	107	107	107	107
" 1 M. Ex. '82.	107	107	107	107	107	107
Hann. & St. Jo. pref.	40	40	40	40	40	40
" bonds.	83	83	83	83	83	83
Hudson River	126	126	126	126	126	126
" scrip.	93	93	93	93	93	93
" 1 M. 7 p.c. '69.	93	93	93	93	93	93
" 2 M. S. F.	93	93	93	93	93	93
" 3 M. 7 p.c. '70.	93	93	93	93	93	93
" conv. bonds.	104	104	104	104	104	104
Illinois Central scrip.	116	116	116	116	116	116
" full stock.	112	112	112	112	112	112
" Can. b'ds.	105	105	105	105	105	105
" bonds.	119	119	119	119	119	119
Marquette & Cin. 1st pref. 68	68	68	68	68	68	68
" 2d	55	55	55	55	55	55
Mariposa Mining Co.	36	36	36	36	36	36
Michigan Central	120	120	120	120	120	120
" S. F. 8 p.c. '82.	120	120	120	120	120	120
" conv. 8 p.c. '69.	83	83	83	83	83	83
M. S. and N. I.	82	82	82	82	82	82
" guard. 151	130	133	133	133	133	133
" 1 M. S. F.	104	104	104	104	104	104
" 2 M.	104	104	104	104	104	104
Mil. and P. du Chien.	54	54	54	54	54	54
" 1st pref.	57	57	57	57	57	57
" 2d pref.	57	57	57	57	57	57
" 1st M.	57	57	57	57	57	57
Minnesota Mining Co.	54	54	54	54	54	54
Miss. & Mo.	66	66	66	66	66	66
" L. G. bonds.	66	66	66	66	66	66
Missouri 6s	66	66	66	66	66	66
" 1st M. & St. J. R. 83	66	66	66	66	66	66
N. J. Central 1st M.	132	132	132	132	132	132
" 2d M.	132	132	132	132	132	132
New York Central	132	132	132	132	132	132
" 7s, 1864.	132	132	132	132	132	132
" 7s, S. F. '76.	100	100	100	100	100	100
" 7s, conv. '76.	100	100	100	100	100	100
" 6s, S. F. '83.	89	89	89	89	89	89
N. York & Harlem	89	89	89	89	89	89
" pref.	90	90	90	90	90	90
" 1 M. 7 p.c. '78.	108	108	108	108	108	108
" 2 M. 7 p.c. '64.	108	108	108	108	108	108
" 3 M. 7 p.c. '67.	101	101	101	101	101	101
Norwich & Worcester	93	93	93	93	93	93
Ohio & Miss. cer.	213	213	213	213	213	213
Pacific Mail S. S. Co.	213	213	213	213	213	213
Panama	200	200	200	200	200	200
Penn'a Coal Co.	156	156	156	156	156	156
Phila. and Reading	113	113	113	113	113	113
Pitts. Ft. W. & Chicago.	83	83	83	83	83	83
" 1 M.	84	84	84	84	84	84
" 2 M.	104	104	104	104	104	104
" 3 M.	87	87	87	87	87	87
Quicksilver Mining Co.	55	55	55	55	55	55
St. L., Alton & T. H.	62	62	62	62	62	62
" pref.	76	76	76	76	76	76
" 1 M.	91	91	91	91	91	91
" 2 M. pref.	91	91	91	91	91	91
" Inc. b'ds.	91	91	91	91	91	91
Tennessee 6s, 1890.	59	58	58	58	58	58
Toledo & Wabash	50	50	50	50	50	50
" pref.	50	50	50	50	50	50
" 1 M.	70	70	70	70	70	70
" 1 M. ex.	86	86	86	86	86	86
" 2 M.	86	86	86	86	86	86
" Int. b'ds.	86	86	86	86	86	86
Virginia 6s	86	86	86	86	86	86

## New York Stock Exchange.

Actual Sale Prices for the week ending December 30.

Th. 24. F. 25. Sat. 26. M. 28. Tu. 29. W. 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30.
FEDERAL STOCKS:						
U. S. 5s, 1871, reg.	104	104	104	104	104	104
U. S. 5s, 1871, coup.	104	104	104	104	104	104
U. S. 5s, 1874, reg.	104	104	104	104	104	104
U. S. 5s, 1874, coup.	104	104	104	104	104	104
U. S. 5s, 1865, coup.	104	104	104	104	104	104
U. S. 5s, 1881, reg.	104	104	104	104	104	104
U. S. 5s, 1881, coup.	110	110	110	110	110	110
U. S. 5s, '81, O. W. L. y.	110	110	110	110	110	110
U. S. 5s, 1881, " 47.	110	110	110	110	110	110
U. S. 5s, 1867, reg.	104	104	104	104	104	104
U. S. 5s, 1867, coup.	104	104	104	104	104	104
U. S. 5s, 1865, reg.	104	104	104	104	104	104
U. S. 5s, 1868, coup.	104	104	104	104	104	104
U. S. 5s, 1 year cert.	104	104	104	104	104	104
U. S. 6s, " new 98	98	98	98	98	98	98
U. S. 6s, 5-20s, coupon 101	101	101	101	101	101	101
U. S. 6s, " reg.	101	101	101	101	101	101
7.30 Notes, Feb. & Aug.	106	106	106	106	106	106
" Apr. & Oct.	106	106	106	106	106	106
American Gold	151	151	151	151	151	151

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending December 29.

W. 23. Th. 24. F. 25. Sat. 26. M. 28. Tu. 29.

Beaver Meadow					84	
Ontawissa	104	104			104	
" preferred	32	32			32	32
Camden & Amboy	165				32	164
" 6s, '87						
" 6s, '70						
" 6s, '75	102					
" 6s, '83						
" 6s, '89						
Ches. & Del. Canal 6s '86					104	
Del. Div. Canal						36
Kimira & W'mport						
" pref.						
" 7s						
" 10s						
Harrisburg						
Lehigh Navigation	59					
" 6s						
" scrip. 49						
Lehigh Valley R. R.					100	
" scrip.						49
" 6s						
Little Schuylkill R. R.	52				51	
" 7s						
Long Island						
" 6s						
Minehill	62	62			62	
Morris Canal						
" pref.						
" 6s '76						105
North Pennsylvania	25	25			25	26
" 6s						
" 10s						
Pennsylvania R. R.	70					69
" 1st m.						
" 2d m.						
Penn. State, 5s	99	99				99
" 5s, coupon						
" 6s	107					107
Philadelphia City, 6s	100				100	
" new	104			104	104	104
Philad. Germ. & Nor.					57	57
Phila. & Reading	56	56		56	56	56
" 6s, '86						
" 6s, '70	105					
Philadelphia & Erie	30	30			34	32
" 6s						103
Philad. & Sunbury, 7s						
Schuylkill Navigation					17	17
" pref.					38	38
" 6s '82						
" 6s '76						
" 6s '72						
Sunbury and Erie, 7s						
Susq. Canal	16	16				16
" 6s '78						
" scrip.						
Union Canal, pref.						
" 6s '83	27				27	
West Br. Canal 6s '78						
Wyoming Valley Canal						78
Aroh street, (Horse)	30	30		30	30	31
Chestnut & Wal.		57				
Green & Coates						
Race and Vine	21	22		22	22	21
2d and 3d streets		84			84	
Spruce & Pine		13		13	13	

in many instances, where parties are to be ferried over the holidays, a larger price was demanded and paid. For all legitimate purposes, where the risk is nothing in the ordinary acceptation, money has been plentiful throughout the year. On mortgages the rate has been quite uniform at 6 per cent.; and the greater portion of existing mortgages, carrying the legal rate of 7 per cent., have been reduced 1 per cent. voluntarily by the mortgagees. This concession has been felt in lightening the burthen of taxation.

Gold has been very steady at its last advances, which is probably due to the heavy imports which the country seems to require. There are numerous articles we do not produce, and cannot do without; and as twelve hundred millions of dollars have been paid out by the Government, and large dividends are declared by our numerous successful companies of all descriptions, our people were never more able to buy, and apparently never more willing. Some branches of trade appear to thrive beyond all expectation, especially those which affect the personal convenience or taste of our population. Government stocks remain firm, and seem to be general favorites. U. S. sizes of 1881, registered, upon which the interest has just been paid, are in demand at 104 to 105; the coupon 6s of 1881 bring 110; and the 5s of 1865 sell at 127. The 5-20's are being rapidly absorbed, and it is now announced that the receipts of the Treasury are fully adequate to all demands upon it. This is a satisfactory condition of things, and shows good management on the one hand, and loyalty and confidence on the other. While the principal powers in Europe are endeavoring to borrow money wherever it is to be had, and not very particular as to price, while as yet at peace, the U. S. Government finds no difficulty in obtaining all it requires among its own citizens.

State stocks and bonds have been rather dull, and bank stocks do not enter much into the material for speculation, being generally held by parties who like steadiness and security rather than large profits.

Railroad shares are still in high favor. The earnings of our trunk and auxiliary lines continue to be on the increase. Many, esteemed almost worthless a few years since, and which had carried down all who had largely invested in, or trusted them, have redeemed themselves in a remarkable manner, and are now considered valuable. The fact is, our railway system is a great success; and, as the country increases in population and production, it will become permanently prosperous. We notice that numerous companies are being organized to construct new lines, connecting established commercial centres, and creating new ones. In the Northwestern States a large number of these lines are about to be built.

Among those eliciting public attention at the present time, is the Chicago and Great Eastern Railway. Subscription books for a loan of \$2,000,000 are now open at the banking house of Messrs. Schuchardt & Gebhard, No. 21 Nassau street. The map and prospectus of this company present the project in a very clear and perspicuous manner. The construction of a railway from Chicago to Logansport, on the Wabash, of only 110 miles, opens a connection with roads already built, so that the proposed line will be an uninter-

rupted one, save with a single change of cars to Baltimore, 826 miles; between Chicago and Philadelphia, 856 miles; and from Chicago to New York 911 miles. It will also furnish the shortest route between Chicago, and Cincinnati and Louisville. There are seven main trunk lines leading into the former city from the Northwest, West and Southwest, and only three lines extending from it to the East. It is therefore easily demonstrable that the new project offers a great success to its supporters, and will be of immense advantage to our Western friends.

It will be observed by reference to our customary tables, that all of our well managed railroads are in favor with monied men.

The Illinois Central appears to be enjoying extraordinary prosperity. It has recently paid into the Treasury of the State of Illinois the sum of \$264,344 09, or 7 per cent. of its gross earnings, for the year ending April 30th, last. The gross earnings must therefore have amounted to \$3,776,329 25, and will be found next April to have increased even on this last sum. Its stock is quoted at 117 to 118.

The increase of our foreign commerce is not checked by the war, though too much of it is done under foreign flags. It is a melancholy fact that our own ships have been almost driven from the ocean, although our navy is composed of about six hundred vessels; yet the presence of these strangers in our harbor adds to the receipts of the customs in various ways, which do not apply to our own ships. Our trade with England and Germany continues brisk, while with France it has seriously declined.

It is understood that the French merchants are not as enterprising or daring as those of England, or Germany, and it is asserted that the latter are more numerous, and prosperous in their commercial transactions in this port, than those of any foreign nation.

The imports into the port of New York from January 1, to December 31, 1863, have been \$182,517,881, against \$169,785,114 in 1862, and \$125,788,682 in 1861. The exports of specie during the same periods have been: in 1863, \$49,882,575; in 1862, \$59,487,021; and in 1861, \$4,216,250.

The deposit line in our city banks has fallen off the past week almost two millions, a circumstance easily explained by the continuous subscriptions to the Government loans. No less a sum than \$2,558,400 were paid into the assistant Treasury's office on Monday last. The reserve of specie in this city seems to be impregnable to the assaults of the remitters and agents, purchasing with bills for the foreign market, as the aggregate amount in our banks and Mr. Cisco's great national iron safe is \$38,191,000.

It is evident from the steadiness of this reserve, that the export demand is supplied from other sources than the banks. It is a curious fact that this large amount should have remained so entirely undisturbed. It shows that the banks have a large portion of their capital or earnings in this shape, and not within reach of their customers, and not a deposit fund subject to their checks.

Our latest advices from abroad are of some interest to us, as they show clearly that the foreign Money Market is by no means in a settled condition, and that a rupture between Germany and

Denmark is imminent. German troops are on their march to the Duchies, Denmark has a large force to resist them, and the British Minister sends word to the Danish Government that England will not stand by and see its interests put in jeopardy. Some one will have to give way, or war is inevitable. The Napoleonic Congress now dwindles down into a petty meeting of small powers, happy to be invited to any place, which for a time puts them on an equality with their superiors, but knowing at the same time that "their room is better than their company."

We note also that the liberal party in France favored by the freedom of debate in the Imperial Assembly, are beginning to call in question the conduct of the Government with unusual boldness. All political revolutions in France have been preceded by an outbreak of tongues.

Every great speech and every great leader in a Paris Journal which vigorously assails the Government, is equivalent to a barricade. We look, therefore, with interest to the political opposition now showing its head against the Government.

Thus as we are gradually emerging from our troubles and trials, we see other nations on the brink of theirs. As our continent emerges from the boisterous sea which has been breaking over it, Europe appears to be about to be submerged. This war over, the republican principle sustained, our free institutions triumphant, there will be no other such country to be found in the world, more peaceful, more stable, more prosperous, more pleasant to live in, or so likely to influence the conduct and secure the respect of all foreign nations. This is our destiny.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Illinois coupon 6s, 1870, 103; North Carolina 6s, 53; Atlantic and Great Western (Ohio division,) 1st mort., 96; Brooklyn City Water Loan, 110; Mariposa Mining Co. 1st mort., 101; Copake Iron Mine, 9; Wyoming Valley Coal Co., 93; Quartz Hill G. M. Co., 11¼; Metropolitan Bank, 115; Merchants Bank, 108; American Exchange Bank, 108; Bank of Commerce, 103¼; Bank of Republic, 102.

*Philadelphia.*—West Branch Canal, 105; Union Canal, 2; Huntington and Broad Top, 20; do., scrip, 75; Girard College R. R., 27½; Bohemian Mining Co., 9½; Penn. Mining, 8½; Big Mountain, 5¾; N. Y. and Mid. Coal, 3½; City Bank, 52; Kensington Bank, 71¼; Corn Exchange Bank, 37; Mechanics Bank, 27¼. The latest quotations are: City 6s, 99½@100¼; do., new, 103¾@104; State 5s, 99½@99¾; Reading, 55¾@56; do., 6s, 1870, 105@106; do., 1886, 112½@112¾; Camden and Amboy, 164½@165; Pennsylvania R. R., 69½@70; do., 1st mort., 110½; do., 2d mort., 106½@107; Little Schuylkill R. R., 51½@51¾; Morris Canal, 65@70; do., pref., 136@140; Susquehanna Canal, 15; do., 6s, 63½@64½; Sch. Nav., 17@17½; do., pref., 32@33; do., 6s, 1882, 86@87; Union Canal bonds, 27@27½; Delaware Div. Canal, 35½@36½; do., bonds, 103; Ulmira and Williamsport, 35@37; do., pref., 52½; do., 7s, 1873, 108@109; Beaver Meadow, 83@84; Harrisburg, 70; Long Island R. R., 40; Lehigh Coal and Navigation, 59@60; do., scrip, 49@49½; North Pennsylvania, 25½@26; do., 6s, 96@97; do., 10s, 120¼@121; Philadelphia and Erie, 82½@82¾; do., 6s,



1023 $\frac{3}{4}$ @108 $\frac{1}{4}$ ; Minehill, 62@62 $\frac{1}{2}$ ; Catawissa, 10 $\frac{1}{4}$ @10 $\frac{3}{4}$ ; do., pref., 81 $\frac{3}{4}$ @82; Lehigh Valley, 99@101; do., bonds, 105@106; Fifth and Sixth streets, (horse,) 60; Second and Third, 84 $\frac{1}{2}$ ; Race and Vine, 20@21 $\frac{1}{4}$ ; West Philadelphia, 70@72; Spruce and Pine, 13@14; Green and Coates, 44@45; Chestnut and Walnut, 57@58; Arch, 31@31 $\frac{1}{2}$ ; Thirteenth and Fifteenth, 34 $\frac{1}{2}$ ; Seventeenth and Nineteenth, 12 $\frac{1}{2}$ ; Girard College, 27@27 $\frac{1}{2}$ ; Tenth and Eleventh, 51; Norristown, 56 $\frac{3}{4}$ @57 $\frac{1}{4}$ ; Lombard and South, 16; Ridge Avenue, 21.

**Boston.**—Vermont Central R. R. stock, 75c.; do., 1st mort., 81; Rutland and Burlington 1st mort., 61 $\frac{3}{8}$ ; do., 3d mort., 3; Sullivan R. R. 1st mort., 72; Northern (Ogdensburg) 1st mort., 101 $\frac{1}{4}$ ; do., 2d mort., 22 $\frac{1}{2}$ ; Lynn and Boston, horse, R. R., 80; Cary Imp. Co., 9 $\frac{1}{4}$ ; Essex Co., 90; Boston Water Power Co., 44 $\frac{1}{2}$ ; Waverly, 2 $\frac{1}{4}$ ; Union Steamship Co., 157; Massachusetts 6s, 1876, 118; Maine 6s, 1880, 105; Vermont 6s, 1874, 104; do., 1876, 105; Roxbury 5s, 1879, 97; Webster Bank, 103 $\frac{1}{2}$ ; Atlantic Bank, 95; Merchants, 99; State, 70; Blackstone, 106; Freeman, 99 $\frac{1}{4}$ ; Mt. Vernon, 98; Howard, 98 $\frac{3}{4}$ ; City, 103; Bank of North America, 102; Bank of Republic, 73 $\frac{1}{2}$ ; Bank of Commerce, 100 $\frac{3}{4}$ ; Acton Mining Co., 4; Albany and Boston, 12; Aztec, 5 $\frac{1}{2}$ ; Bay State, 17 $\frac{1}{2}$ ; Bedford, 1 $\frac{1}{8}$ ; Black River, 52 $\frac{1}{2}$ c.; Bolton, 4; Canada, 3; Copper Falls, 25; Columbian, 8; Dana, 3 $\frac{1}{2}$ ; Dudley, 3 $\frac{3}{4}$ ; Durham, 45c.; Excelsior, gold, 7 $\frac{1}{2}$ ; Eagle River, 5 $\frac{7}{8}$ ; Flint Steel, 10 $\frac{1}{2}$ ; Great Western, 3 $\frac{5}{8}$ ; Huron, 32; Hanover, 4; Highland, 5 $\frac{1}{2}$ ; Hancock, 12; Madison, 5 $\frac{1}{2}$ ; Manhattan, 4 $\frac{1}{4}$ ; North Cliff, 5; Northwestern, 10; Ottawa, 43c.; Penn., 7 $\frac{1}{4}$ ; Pontiac, 6 $\frac{3}{8}$ ; Phoenix, 25; Quartz Hill gold, 11 $\frac{1}{4}$ ; Superior, 9 $\frac{3}{8}$ ; South Side, 5; Star, 8 $\frac{1}{2}$ ; Tremont, 4 $\frac{1}{8}$ ; Wickham, 90c.; Waterloo, 1 $\frac{3}{8}$ .

**Baltimore.**—Maryland 6s, 1890, 114; Western Maryland bonds, 88; City Passenger R. R., 17 $\frac{1}{2}$ ; Santa Clara, 8 $\frac{3}{8}$ ; Union Bank, 73 $\frac{1}{2}$ ; Bank of Commerce, 23 $\frac{1}{2}$ ; Peoples' Bank, 16. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 96 $\frac{1}{2}$ @98; do., 6s, 1867, 104; do., 1875, 108@110; do., 1880, 107; do., 1885, 106 $\frac{1}{2}$ @107; Northern Central, 43 $\frac{1}{2}$ @44; do., bonds, 1885, 105@105 $\frac{1}{4}$ ; N. W. Va., 6; do., 1st mort., 108@110; do., 2d mort., 103 $\frac{1}{2}$ @104; do., 3d mort., 26; do., guar., 101; Central Ohio 2d mort., 105; do., 3d mort., 75; do., 4th mort., 45@50; do., income 1857-'60, 30; Western Md. bonds, 82 $\frac{1}{2}$ @83 $\frac{1}{4}$ ; do., guar., 106; Maryland 6s, coupon, 1870, 111; do., Ins., 112; do., 1890, 114; Baltimore 6s, 1870, 105@106; do., 1873, 106; do., 1875, 108@108 $\frac{1}{2}$ ; do., 1886, 107; do., 1890, 108 $\frac{1}{2}$ ; do., coupon, 108@108 $\frac{1}{2}$ ; do., 5s, 1838-'70, 97; City Passenger R. R., 17@17 $\frac{1}{4}$ .

#### Pennsylvania Railroad Company.

The Board of Directors of this Company have elevated Mr. Lombaert to the Vice Presidency. Colonel Thomas R. Scott, Vice President, will perform all the duties of the President, and Mr. Lombaert will be the responsible Vice President of the Company. At present there are two Vice Presidents, Mr. Lombaert and Col. Thomas R. Scott, who serve in the place of the actual President, Mr. J. Edgar Thomson, who is at the present time in Europe, where he will remain for about three years, to advocate the interests of this corporation.

#### Interesting Emigration Statistics.

The following table, compiled from official sources, exhibits the increased emigration since 1820:—

Number of arrivals for ten years ending Sept. 30, 1829.....	128,502
Number of arrivals for ten years ending Sept. 30, 1839.....	538,381
Number of arrivals for ten years ending Sept. 30, 1849.....	1,427,837
Number of arrivals for eleven years ending Sept. 30, 1862.....	2,968,194
Total.....	5,062,414
The number previous to 1822.....	34,000
Estimated arrivals since 1863.....	50,000

Grand total.....5,646,414

The average amount of money brought by these emigrants is estimated at \$75, making in all the sum of \$424,000,000 thus imported. Deducting from this amount \$21,000,000, or five per cent. of the whole amount, for sums remitted to friends and relatives at home, it leaves over \$400,000,000 contributed to the capital of the country by emigration.

#### Protection from Draughts.

Messrs. E. S. & J. TORREY, No. 72 Maidenlane, offer to housekeepers, a contrivance called the "weather strip, and door and window moulding," by which cold, rain, dust and snow may be effectually excluded from their dwellings. It is not only a comfort, but an economy, as its use saves a considerable amount of fuel. The reputation of the vendors, the Messrs. Torrey, is a guarantee of the value of the article recommended.

#### Western Railroads.

The Nashville and Decatur Railroad is about to be re-opened from one end to the other. The Memphis and Charleston, (between Decatur and Stevenson,) will also be rebuilt, and the Nashville and Chattanooga is being repaired with new rails throughout. As fast as the Federal troops advance and hold their ground, the old railways are put in good order.

#### Car Indicator.

Messrs. Crommelin & Crisp, of Washington, have invented a machine, which when applied to cars, hotel dining rooms, theatres, &c., records with great accuracy the number of persons who enter them and depart. If practicable, for numerous similar attempts have hitherto failed, it will act as a correction of "knock downs," and be equal to a policeman on constant duty.

#### Chicago and Great Eastern Railroad.

The directors of this company are: W. D. Judson, Amos Tenney, Charles Judson, John W. Reid, New York; John Brandt, Jr., Richmond, Ind. The officers are: President, W. D. Judson; Treasurer, Amos Tenney; Secretary, L. H. Walkley, Richmond, Ind.; Chief Engineer, Joseph E. Young, Chicago, Illinois.

#### New Arrangements.

We hear on the best authority, that under the lead of Mr. Garrett, the able President of the Baltimore and Ohio Railroad Company, it is in contemplation to run four daily (extra) trains between this city and Washington, not taking up any way passengers even at Philadelphia or Baltimore. This will be a great accommodation to through travelers between the two cities.

#### Commercial Marine of Buffalo.

Some idea may be formed of the lake commerce of Buffalo, from the fact there are now laid up for the winter in its harbor.

Side wheel steamers.....	6
Propellers.....	42
Tugs.....	26
Barks.....	34
Brigs.....	13
Schooners.....	126
Sloop.....	1
	248

In 1861 the number was 163; 1862, 230; 1863, 248.

#### Harlem Railroad.

The United States Government having taken three locomotives from the Harlem Railroad Company, has so reduced its motive power, that it has been obliged to discontinue one of its afternoon trains between New York and White Plains. It has, however, three new locomotives in process of construction.

### Chicago & Great Eastern Railway Company, FIRST MORTGAGE BONDS, FOR \$2,000,000.

SUBSCRIPTION BOOKS OPENED WITH  
MESSRS. SCHUCHARDT & GEBHARD,  
BANKERS,  
No. 21 NASSAU ST., NEW YORK.

THE CHICAGO AND GREAT EASTERN RAILWAY COMPANY now offer for sale ONE MILLION ONE HUNDRED THOUSAND DOLLARS of their FIRST MORTGAGE BONDS, in sums of One Thousand Dollars each, maturing in thirty years, bearing interest at the rate of seven per cent. per annum, payable in the City of New York on the first days of April and October in each year.

These Bonds are secured by a First and only Mortgage on the property, income and franchises of the Railway Company, executed to Frederick Schuchardt and Henry Morgan of the City of New York, Trustees.

The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the \$2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

It will also open, in connection with Roads now in operation, entirely new and very direct lines from Chicago to New York, Philadelphia, Baltimore, and all Eastern Cities. The distance between Chicago and New York by this route being shorter than by either of the existing lines via Dunkirk or Buffalo.

The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

4c1 W. D. JUDSON, President.  
Dec. 23, 1863. No. 37 William st., New York,

**L. P. MORTON & CO.,**  
**BANKERS,**  
 35 WALL ST.,  
**BILLS of EXCHANGE**  
 AT SIGHT, OR SIXTY DAYS ON THE  
**ALLIANCE BANK**  
**OF LONDON and LIVERPOOL, limited;**  
 (AUTHORIZED CAPITAL, THREE MILLION POUNDS STERLING.)  
**GOVERNMENT SECURITIES, STOCKS AND BONDS**  
 Bought and Sold on Commission.

**WANTED.**—A Civil Engineer, of good address and business capacity, to be employed in soliciting orders for railroad stock. A liberal salary will be paid, and only those having the very highest qualifications and references need apply to box 1337 Post office, New York. 2152

**PATENT EXCELSIOR**  
**WEATHER STRIP**  
 FOR EXCLUDING WIND, COLD AND DUST  
 FROM BUILDINGS OF EVERY DESCRIPTION.  
**E. S. & J. TORREY,**  
 Sole Agents, 72 Maiden Lane.

**ALBERT H. NICOLAY**  
**AUCTIONEER**  
 AND  
**STOCK-BROKER**  
 No. 52 WILLIAM ST. N.Y.  
 STOCKS & BONDS, GOVERNMENT SECURITIES &c.  
 BOUGHT & SOLD AT THE STOCK BOARD

for cash or on time, exclusively on commission and upon as favorable terms as any Stock house in New York.

Stocks and Bonds, also Insurance Scrip, bought and sold at private sale. Interest allowed on deposits and Dividends collected.

Regular auction sales of stocks and bonds every Monday and Thursday (which have been the regular established days for many years), at 12 o'clock, at the Stock Sales Room, No. 52 William st., or at the EXCHANGE SALES ROOM, No. 111 Broadway, whichever may be desired. Orders by mail promptly attended to.

**I. KENDRICK,**  
 No. 125 WALNUT ST., PHILADELPHIA,  
 AGENT OF THE

**UNION COAL & OIL CO.**  
**OF MAYSVILLE, KY.,**

FOR THE SALE OF THEIR  
**Paraffine Lubricating Oil,**

FOR ALL CLASSES OF  
**STATIONARY MACHINERY, LOCOMOTIVE ENGINES,**  
**RAILROAD CARS, COTTON SPINDLES,**  
**SEWING MACHINES AND WOOLEN FACTORIES.**

ALSO,  
**MAYSVILLE COAL OIL**  
**FOR BURNING,**

**PARAFFINE WAX,**  
**PARAFFINE WAX CANDLES, AND**  
**ROLLING MILL GREASE,**  
**FROM PURE CANNEL COAL.**

P.S.—All Oils warranted to answer the purpose represented.

Particular attention given to orders for shipment in cans or barrels.

**KIRK & CHEEVER,**  
**STOCK AND NOTE BROKERS,**  
 No. 57 WEST THIRD ST.,  
 CINCINNATI, OHIO,

**20-Ton Second Hand Locomotive.**  
 For 4 ft. 8 in. Gauge. Wheels, 5 ft. Inside Connections.  
 Cylinders 15 x 20. Price \$6,000.  
 For sale by

**WILLIAMS & PAGE,**  
 67 Water st., BOSTON.

**FOR SALE.**  
 500 TONS 34 lbs. CRAWSHAY'S RAIL in store.  
 500 do. 50 lbs. do. do. now due.  
 300 do. 56 lbs. do. do. now due.  
 3,000 do. 50 and 56 lbs. RAIL to arrive.

**GEO. T. M. DAVIS,**  
 Dec. 10, 1863. 2m 47 Exchange Place.

**UNION**  
**STEAM AND WATER**  
**HEATING COMPANY,**  
 FOR WARMING AND VENTILATING  
 PUBLIC BUILDINGS, PRIVATE RESIDENCES,  
 GRAPERIES, GREENHOUSES, ETC.,  
 UNDER GOLD'S IMPROVED PATENTS.

PRINCIPAL OFFICE, 634 BROADWAY,  
 NEW YORK.  
**T. F. BRINSMADE, Agent.**

**Schuchardt & Gebhard,**  
**BANKERS,**  
 21 NASSAU ST.,  
 NEW YORK.

**BILLS OF EXCHANGE**  
 At sight or 60 days on all the principal cities of Europe.  
**LETTERS OF CREDIT** for travellers in Europe,  
 and also **COMMERCIAL CREDITS.**

**SAFEST AND CHEAPEST SYSTEM OF INSURANCE.**

Scrip Dividend for 1861 ..... 60 per cent.  
 Scrip Dividend for 1862 ..... 60 per cent.

**Washington Insurance Co.,**  
 172 Broadway, cor. Maiden Lane.

Assets Feb. 1, 1863 ..... \$528,521 51  
 Contingent Liabilities ..... 5,000 00

Cash Capital and Surplus ..... \$523,521 51

**INSURES** Buildings, Merchandise, Furniture, Rents,  
 Leases Cargoes and other Insurable property, against  
 loss or damage by Fire, and **INLAND MARINE**  
**RISKS, on the Lakes, Rivers and Canals.**

Three-fourths of the Profits divided annually to the insured without their incurring any liability whatever.

**GEORGE C. SATTERLEE, Pres't.**  
**HENRY WESTON, Vice-Pres't.**  
**WM. K. LOTHROP, Secretary.**

**The Mercantile Mutual**  
**INSURANCE**  
**COMPANY,**

No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

**ASSETS OVER \$1,250,000.**

**MARINE** and Inland Transportation risks on Vessels,  
 Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

**ELLWOOD WALTER, Pres't.**  
**CHAS. NEWCOMB, Vice Pres't.**

**C. J. DESPARD, Secretary.**

**PARTICIPATION.**

**Æ T N A**  
**Fire Insurance Company**  
**of New York,**

CASH CAPITAL, No. 170 Broadway. CHARTERED  
 \$200,000. 1834.

**INSURES** Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms, and, Inland Navigation & Transportation Risks.

The Insured receive 75 per cent of the Net Profits annually, without incurring any Liability. When preferred, account will be made in lieu of participation in Profits.

**SCRIP DIVIDEND OF 1861 ..... 50 per cent.**  
**SCRIP DIVIDEND OF 1862 ..... 50 per cent.**

**JACOB BROUWER, President.**  
**LIVINGSTON SATTERLEE, Sec'y.**

**NEW ENGLAND**  
**MUTUAL LIFE**  
**INSURANCE CO.**

CASH ACCUMULATION, \$2,500,000.  
 Clear Surplus, \$1,250,000.

**WILLARD PHILLIPS, Pres.** **B. F. STEVENS, Sec.**

**DIRECTORS.**  
**Charles P. Curtis,** **William B. Reynolds,**  
**Thomas A. Dexter,** **Geo. H. Folger,**  
**Marshall P. Wilder,** **Francis C. Lowell,**  
**Sewell Tappan,** **James S. Amory,**  
**Charles Hubbard,** **Homer Bartlett.**

The oldest and most reliable wholly Mutual Company in the United States, established in Boston 1843, and uniformly successful. **DIVIDENDS** paid in cash. Send for documents—supplied gratis.

**JOHN HOPPER, Agent,**  
 110 Broadway, cor. Pine st

**OFFICE OF THE**  
**COLUMBIAN (MARINE)**  
**INSURANCE**  
**COMPANY,**  
 Corner of WALL and NASSAU Streets.

**CASH CAPITAL.....\$1,000,000**

Total Assets, June 2nd, 1863, less } \$2,008,651 03.  
 Losses adjusted and paid, }

**LOSSES PAID IN GOLD**  
 Upon RISKS on which the PREMIUM is paid in like Currency.

**DEALERS** with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid \$300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon time risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

**B. C. MORRIS, President.**  
**THOS. LORU, Vice-President.**  
**WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.**

**BRASS SWITCH LOCKS,**

**MARKED** with Initials of Road, with chains and keys. **EXTRA LOCKS AND KEYS**—when ordering Locks and Keys to match others, enclose key in letter.

**WILLIAMS & PAGE,**  
 67 Water street,  
 BOSTON,



## SUBSTITUTE FOR CAR DUCK.

### Kingman's Car Covering.

THIS is a heavy Canvass imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH like CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars when requested. This Mastic and Canvass for sale by

**WILLIAMS & PAGE,**  
67 Water street,  
Boston.

March 1863.

## CALIFORNIA AND NEVADA MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.

Quotations by telegraph furnished to parties desiring them.  
**ROSS, DEMPSTER & CO.,**  
No. 24 Liberty st., New York.

## SMITH'S Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

New York Central Railroad,  
General Superintendent's Office,  
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT." They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,  
**C. VIBBARD, Gen'l Supt.**

New York Central Railroad,  
Master Mechanic's Office,  
WEST ALBANY, January 28, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.  
Sustaining oil cost \$1.57 per gallon.  
Cost per hour, 5 cents.  
Cost of wicks, chimneys, per year, \$4.80.  
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were \$10.20 per year.

You will please add the overflow to the actual cost per hour, which would make \$6.35 per hour.

Your most obt. servant,

**EDWARD H. JONES,**  
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6 1/2 c. per hour . . . \$93 75  
Repairs of lamps for one year . . . . . 10 20  
Wicks and chimneys . . . . . 4 80

\$108 75

New York Central Railroad,  
Master Mechanic's Office,  
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:

Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, \$2 1/2 per thousand, makes the cost of light for each engine 1 1/4 cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,

**DAVID UPTON,**  
Master Mechanic, Western Division.

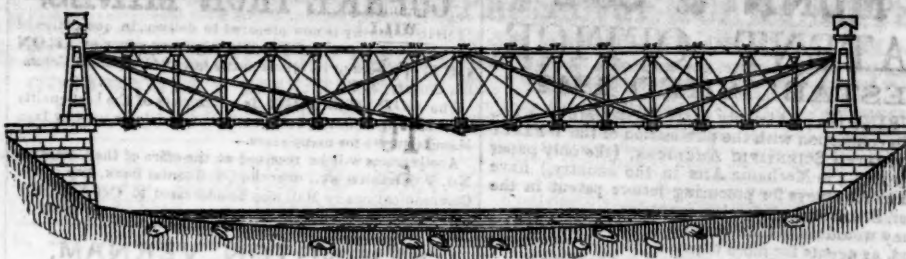
300 days, 5 hours each day, 1,500 hours, 1 1/4 c. per hour . . . \$18 75  
One-sixth waste of gas . . . . . 3 12  
Repairs of lamps for one year . . . . . 5 00

\$26 87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing

**CHAS. W. WELSH,**  
Secretary.

## FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, FINK'S PATENT IRON BRIDGE in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

**C. J. SCHULTZ,**  
Letter-box No. 1,392, Pittsburg, Pa.

## DAVISON, DICKINSON & CO., CIVIL, MINING AND MECHANICAL ENGINEERS,

No. 229 BROADWAY, NEW YORK,  
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, Md.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. GAS WORKS. ERRECTED ON THE MOST APPROVED PLANS. New and Second-hand MACHINERY constantly on hand. IRON BOUGHT AND SOLD ON COMMISSION.

### SOLE AGENTS FOR BATES' STEAM GAUGE.

MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS and GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

**HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.**

## Government Securities.

OFFICE OF

**A. H. ALMY,**  
CONTINENTAL BANK BUILDING,

No. 7 NASSAU ST.

ORDERS for the various issues of GOVERNMENT SECURITIES will receive prompt attention. A COMMISSION OF ONE-EIGHTH OF ONE PER CENT. on the

5-20 BONDS

Will be allowed to Banks, Bankers and others.

## GIBSON & PALMER, COMMISSION MERCHANTS,

AGENTS FOR SALE OF

## RAILWAY IRON

## EQUIPMENTS,

## PERU IRON

## AND AMERICAN STEEL,

54 William st., NEW YORK.

CHARLES D. GIBSON. RICHARD S. PALMER.

## BROWN'S ENGLISH ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Cements, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,

## LOCOMOTIVE

AND STEAMBOAT SMOKE PIPE,

And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

**SAMUEL REYNOLDS,**

PROPRIETOR,

Depot, 279 Third Avenue, New York.

All Orders promptly attended to. Best City References given.

## Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

## WOODRUFF'S, KNIGHT'S, MYERS' AND OTHER PATENTS FOR

## SEATS AND COUCHES IN

## SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

## SLEEPING CARS,

and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, No. 1347 Brown

st., PHILADELPHIA, will receive immediate attention. Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above.

**O. W. CHILDS, President.**

## KING'S NOTE+ ON STEAM ENGINES AND

Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—(Boston Daily Advertiser.

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—(Philadelphia Press.

"Its republication at this time, when so many young men are entering the service as naval engineers, is most opportune. Each of them ought to have a copy."—(Philad. Ec. Bulletin.

In one volume octavo, with illustrations, price \$2. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.





**Platt, Johnson & Co.,**  
**BANKERS and BROKERS,**  
 49 WALL ST., N. Y.  
 DEALERS IN  
**GOVERNMENT SECURITIES & GOLD.**  
**STOCKS AND BONDS**  
 BOUGHT AND SOLD  
*At Brokers' Board and at Private Sale on Commission.*  
 ALSO DEALERS IN  
**Foreign and Domestic Exchange.**  
**MONEY INVESTED, AND**  
**NOTES AND LOANS NEGOTIATED**  
**ON THE BEST TERMS.**

**SAMUEL HALLETT & CO.,**  
**BANKERS,**  
 58 BEAVER STREET,  
 NEW YORK CITY.  
 DEALERS IN  
**Foreign and Domestic Exchange,**  
**AND NEGOTIATORS OF**  
**STATE AND RAILROAD BONDS.**  
**HALLET & CORNWELL,**  
 No. 24 PINE STREET,  
**Note & Exchange Brokers,**  
 STOCKS, BONDS AND GOVERNMENT SECURITIES  
 BOUGHT AND SOLD ON COMMISSION.

JACOB G. HALLET, (late with Blake Bros. & Co.)  
 RICH'D H. CORNWELL (late with G. S. Robbins & Son)  
 New York, February 14, 1883.

**THE BRITISH AND AMERICAN**  
**EXCHANGE**  
**BANKING CORPORATION,**  
**LIMITED.**

Established under the Companies' Act, 1862,  
 WITH LIMITED LIABILITY.

AUTHORIZED CAPITAL....ONE MILLION STERLING.

In 20,000 shares of £50 each.

Already issued, 15,000 shares of £50 each.

DIRECTORS.—Chairman—Harry George Gordon, Esq., Chairman of the Oriental Bank Corporation London. Deputy Chairman in London—Robert Gillespie, Jr. Esq., of the firm of Gillespie, Moff & Co. London. Deputy Chairman in Liverpool—Harold Littledale, Esq., of the firm of P. & H. Littledale & Co. Liverpool. Archibald Boyd Esq., Director of the Union Bank London. William James Fernie, Esq., of the firm of Fernie Brothers & Co. Liverpool; John Gilchrist Esq., of the firm of Gilchrist, Watt & Co., of Sydney, Director of the Union Bank of London. London: Wm. M. Neill, Esq., of the firm of Neill Brothers & Co. Manchester; John Fender, Esq., M. F., Manchester. Esq., of the firm of R. & H. Woodhead & Co. Liverpool; William Rennie, Esq., of the firm of Cavan, Lubbock & Co. London; Samuel Stitt, Esq., of the late firm of Stitt Brothers & Co. Liverpool.  
 LONDON—Manager, John Skinner, Esq.  
 LIVERPOOL—Manager, Wm. Williamson, Esq.

IN NEW YORK:  
**WILLIAM WOOD, Esq., Manager.**  
**JOHN GALLOP, Esq., Assistant Manager.**  
**J. W. CROSS, Esq., 2d Assistant Manager.**  
 Commercial Agents, Messrs. HOWLAND & ASPINWALL.

**BANKERS.**  
 LONDON—The Union Bank of London.  
 LIVERPOOL—The Bank of England.  
 MANCHESTER—The Bank of England.  
 INDIA AND CHINA—The Oriental Bank Corporation.  
 NEW YORK—THE BANK OF AMERICA.

**SOLICITORS.**  
 LONDON—Messrs. Cotterell & Sons.  
 LIVERPOOL—Messrs. Fletcher & Hall.  
 NEW YORK—Messrs. FOSTER & THOMPSON.

**THE BRITISH AND AMERICAN**  
**Exchange Banking Corporation,**  
**(LIMITED.)**

Having opened offices at No. 63 WALL ST. NEW YORK, is prepared to sell and buy Sterling Bills of Exchange and to issue Commercial and Travelers' Credits, available in all parts of the world. Commercial Credits issued for use in the East Indies, China and Australia, will be upon the Oriental Bank Corporation of London.  
 Further particulars may be ascertained on application at the office, No. 63 Wall St.

**WILLIAM WOOD, Manager,**  
 New York, August 24, 1883.

**EDWARD KING,**  
 (Late of the firm of JAMES G. KING'S SONS.)  
 OFFERS his services at the Board of Brokers for the purchase or sale of  
**STOCKS, BONDS AND**  
**GOVERNMENT SECURITIES.**  
 No. 4 HANOVER ST.

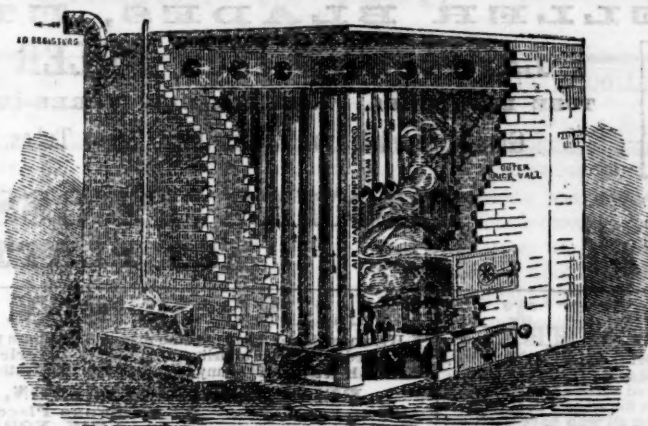
**CHAS. A. MEIGS & SON,**  
**BANKERS AND BROKERS,**  
 No. 50 EXCHANGE PLACE, N. Y.  
**STOCKS AND BONDS**  
 BOUGHT AND SOLD ON COMMISSION.

**WILLIAMS & PAGE'S**  
**PASSENGER CAR LAMPS**  
**FOR KEROSENE OR COAL OILS.**

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the side of the car, entirely avoid the dripping of oil on Passengers and Car Cushions.  
 The Lights are very strong and brilliant, requiring no reflectors, and lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.  
 For Cars with "raised" or "high" roofs we make these Lamps with brass arms to suspend in any required manner.  
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**SIMONDS' PATENT STEAM HEATER.**



FOR Warming and Ventilating Buildings of all descriptions, Greenhouses, etc.  
 THIS HEATER HAVING BEEN THOROUGHLY TESTED, has proved to be the MOST PERFECT WARMING APPARATUS IN USE. Parties having them in use, and to whom reference can be given, give them the highest recommendations.

Those requiring a SAFE AND PERFECTLY EFFICIENT APPARATUS FOR WARMING PURPOSES, are invited to call and examine before purchasing elsewhere.

Personal attention given to erecting the same, and a guarantee given for their successful operation.

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The following Materials for the use of ARCHITECTS, DRAFTSMEN and ENGINEERS, for sale by

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CROSS SECTION PAPER, five spaces to the inch.

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MADE FROM PURE LINEN STOCK.

CAP	14x17	SUPER-ROYAL	19x27	COLUMBIA	24x36
DEMY	15x20	IMPERIAL	21x29	DOUBLE ELEPHANT	27x40
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Either of the above sizes mounted upon Muslin.

WHITE DRAWING PAPER, IN ROLLS, from 40 inches to 56 inches wide.

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Do. do. do. do. C, 10, 20, 30, 40, 50, and 60 parts to the inch.

SOLID TRIANGLES. OPEN TRIANGLES. T SQUARES.

**SCROLLS OF VARIOUS PATTERNS AND SIZES**

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THUMB TACKS in Brass and German Silver, different sizes and qualities.

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These Celebrated Tires  
are made  
**WITHOUT A WELD.**  
Over 70,000 of them  
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STEAMBOAT SHAFTS. KRUPP'S CAST STEEL RAILWAY AXLES. ANCHOR FLUKES.

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TUBE EXPANDERS. TUBE BRUSHES. THREE-CUTTER DRILLS.

Glass-Enameled Iron Water Pipe, Steel Tubes, etc., etc.

They wear equally and  
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By their extreme dura-  
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They have received the  
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### PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSEPH BARTLETT, Office No. 51 Beekman st., (up-stairs,) New York.

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MANUFACTURED BY THE  
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### SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

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This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still in good and in use. We consider them the best Heaters now in use.

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The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here before used.

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THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern.

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Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired. Fire may be kept all winter with an astonishingly small supply of coal. Send for description and testimonials.

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**Sanford's CHALLENGE HEATERS**  
SET IN BRICK,  
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FOR WARMING BY ONE FIRE  
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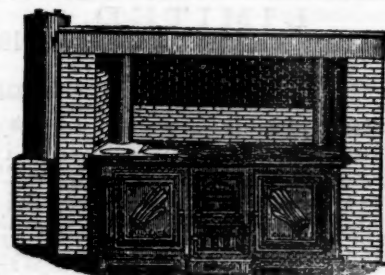


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TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the **PATENT METALLIC WEATHER STRIP CO., 644 Broadway, corner of Bleecker st.** Local Agents wanted everywhere.



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May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

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Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a **PERFECT COOKING APPARATUS**, equal to the highest price stove in the market.

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